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STORIES
OF
SAN MATEO COUNTY

WRITTEN FOR
BOYS AND GIRLS
BY
ELEANOR FREEMAN

Eleanor Freeman

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SAN FRANCISCO
1938

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This book of children's stories of the long ago in San Mateo County is lovingly dedicated to the boys and girls who call this home. May they grow in understanding and appreciation of the romantic history of this county and may these stories arouse within them a deep desire to learn more and more about San Mateo County and to pass on to those who come after them the tales of the colorful days that are gone but not forgotten.

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STORIES OF SAN MATEO COUNTY

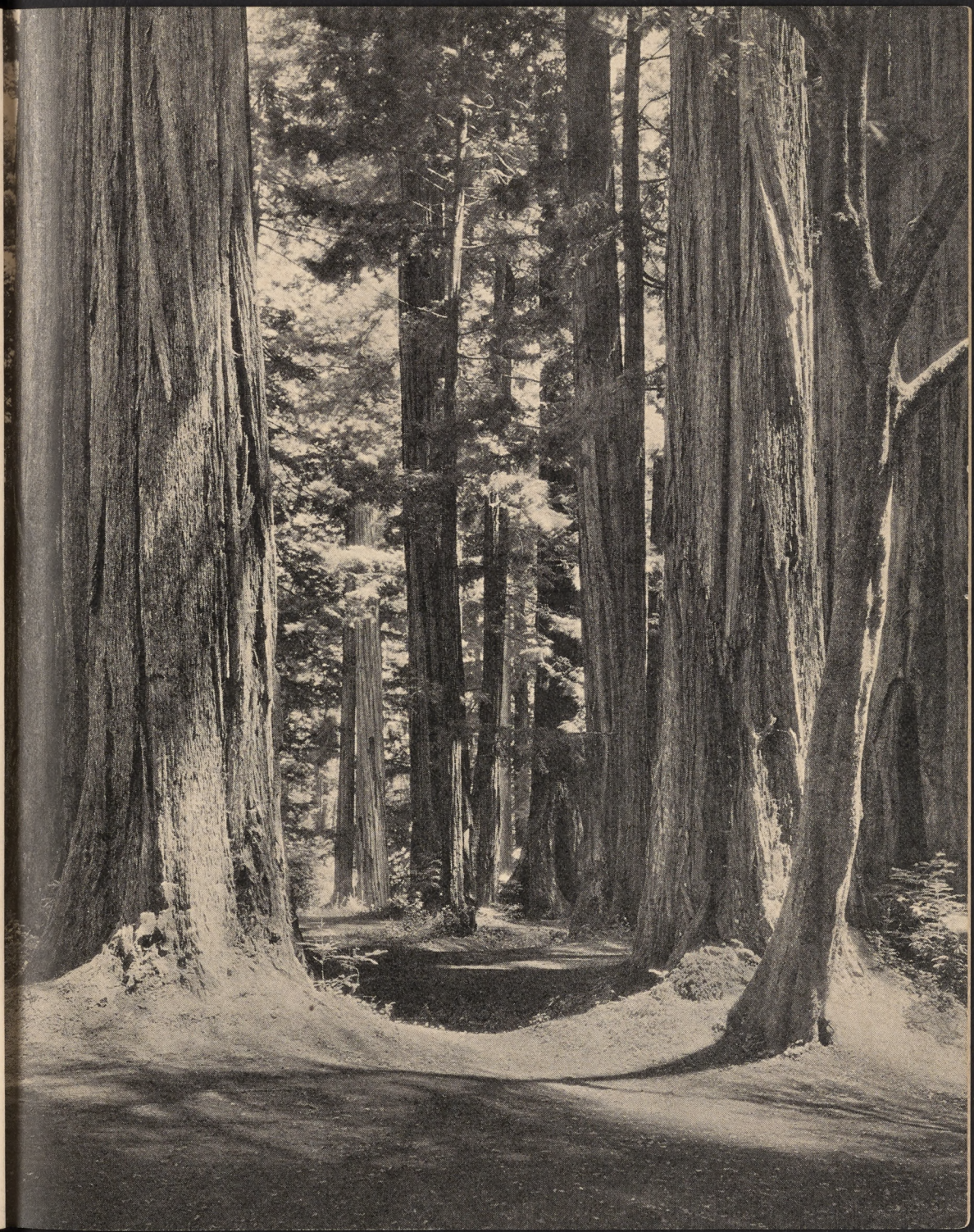

Plate No. 1

BIG TREES IN SAN MATEO COUNTY
MEMORIAL PARK

This park contains some of the finest of the big
sempervirens to be found any place
in the world.

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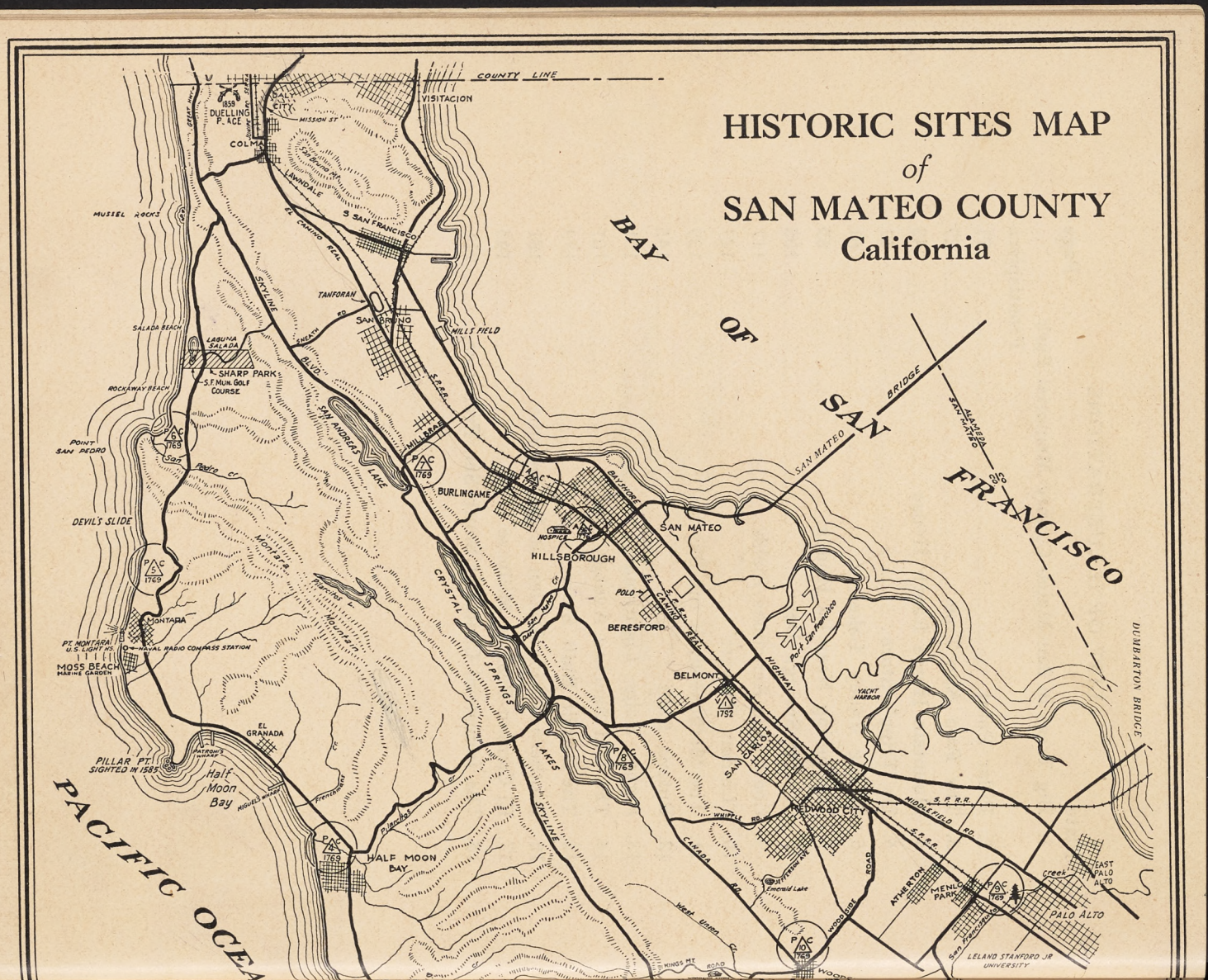
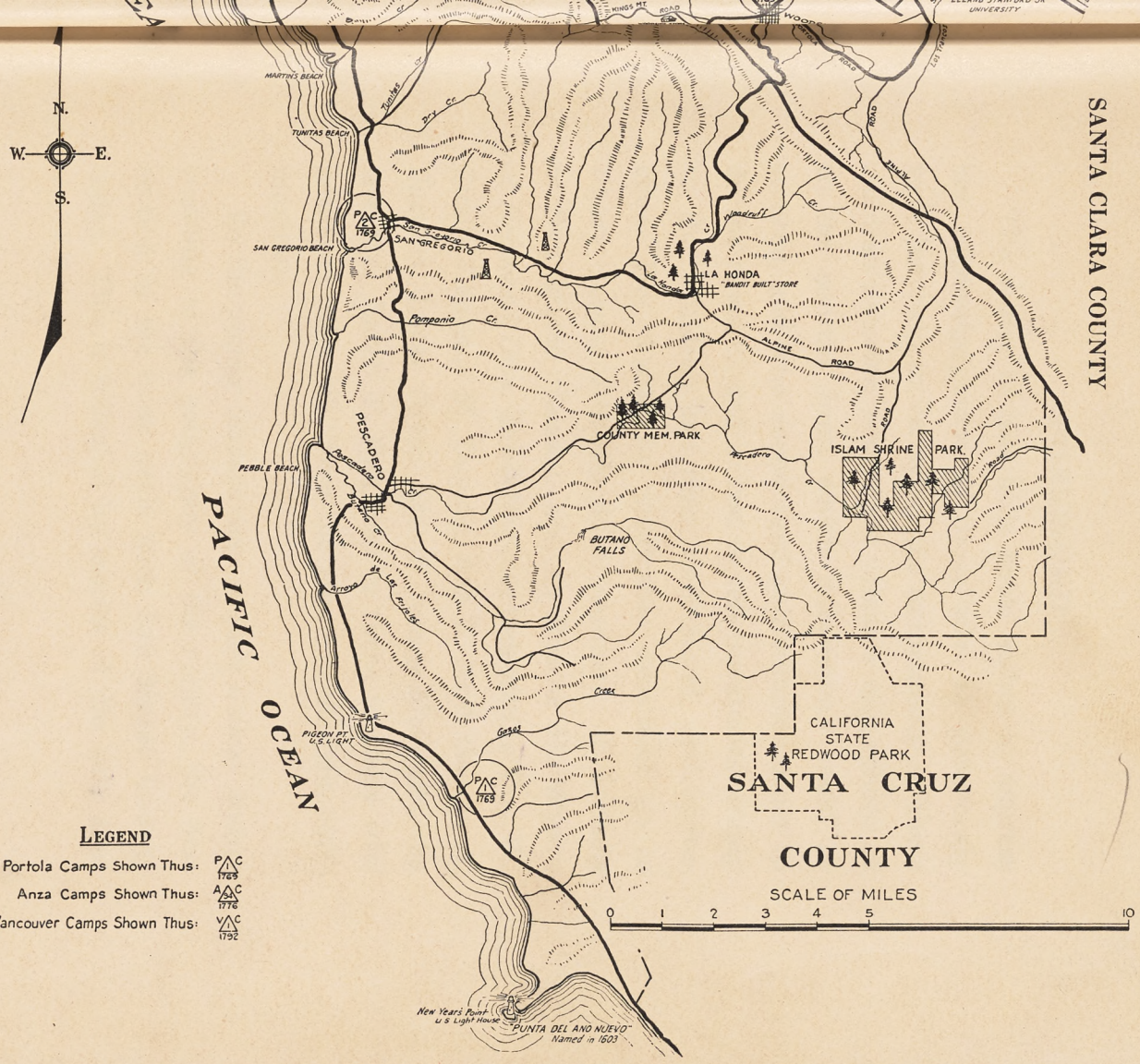

HISTORIC SITES MAP
of
SAN MATEO COUNTY
California
COUNTY LINE
VISITACION
DUELLING PLACE
1859
COLMA
MISSION ST
LAWNDALE
EL CAMINO REAL
SAN FRANCISCO
MUSSEL ROCK
SKYLINE
TANFORAN
SAN BRUNO
MILLS FIELD
SALADA BEACH
LAGUNA SALADA
SHARP PARK
S.F. MUN. GOLF COURSE
ROCKAWAY BEACH
SAN ANDREAS LAKE
POINT SAN PEDRO
PAC 1769
San Pedro Cr.
DEVIL'S SLIDE
Montara Mt.
MONTARA
PT. MONTARA U.S. LIGHT HS.
NAVAL RADIO COMPASS STATION
MOSS BEACH
MARINE GARDEN
EL GRANADA
PILLAR PT. SIGHTED IN 1585
PATRON'S VINEYARD
Half Moon Bay
HALF MOON BAY
PACIFIC OCEA
BAY OF SAN FRANCISCO
BAYSHORE
BURLINGAME
SAN MATEO
HILLSBOROUGH
CRYSTAL SPRINGS
POLO
BERESFORD
BELMONT
HIGHWAY
YACHT HARBOR
SAN CARLOS
REDWOOD CITY
LAKES
SKYLINE
WHIPPLE RD.
CANADA RD.
Emerald Lake
ATHERTON
MENLO PARK
EAST PALO ALTO
PALO ALTO
LELAND STANFORD JR UNIVERSITY
WOODSIDE
KINGS MT
West Union Cr.
DUMBARTON BRIDGE
BRIDGE
SAN MATEO
HAYWARD
S.P.R.R.
MIDDLEFIELD RD.



LEGEND

Portola Camps Shown Thus: P∧C 1769

Anza Camps Shown Thus: A∧C 1776

Vancouver Camps Shown Thus: V∧C 1792

FOREWORD

The writer of this little book wishes to express her acknowledgment to those who so generously gave her help in verifying the authenticity of these children's stories, who made valuable suggestions as to the sources from which information could be secured, and who encouraged and stimulated her to do the research and at last to tell the stories simply so that children can read, understand, and appreciate. Her thanks for invaluable assistance go to Pansy Jewett Abbott, Superintendent of Schools of San Mateo County, and to Roscoe D. Wyatt, of Redwood City. She is likewise indebted to Roy W. Cloud, Clarence M. Doxsee, Asa E. Hull, George A. Bartlett, Lucas Greer, Sheriff James McGrath, the late Mrs. Sarah T. Fox, and to those teachers who gathered materials from the pioneers of their communities.

So the young readers may acquire a clear understanding of the geography of the county, the first section of the book deals with San Mateo County today. This is followed by stories of the long ago:

when the Indians lived here, the days of the adventurous Spanish explorers, the work of the Mission Fathers, the great land grants or ranchos, and the settlement and growth of today's towns and cities.

In presenting this book to the classroom, written within the vocabulary of children, the writer fully appreciates that only a few of the many tales of the long ago have been told. Perchance she or someone else will write another book of children's stories thereby enriching the historical background of the boys and girls of San Mateo County.

Eleanor Freeman

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OUR COUNTY TODAY

OUR COUNTY—A PART OF CALIFORNIA

We live in San Mateo County. There are fifty-eight counties in the State of California. Look on the map of this state and see if you can find San Mateo County. It looks very small on the map because California is so large.

The great Pacific Ocean beats upon the cliffs and rolls its foaming waves upon our western coast and the waters of San Francisco Bay gently bathe our eastern shores. Extending through the entire length of the county we have the beautiful Sierra Morena Mountains. This mountain range divides San Mateo County into two sections—the coast side and the bay side.

Just north of San Mateo County is San Francisco, one of the greatest cities in the world. This City of St. Francis, built on the hills overlooking the Golden Gate and the mighty Pacific, furnishes a market for our products and a place of employment for thousands of our citizens.

Look at the map of San Mateo County. You can find the names of some of the cities and towns on it. It will be fun to mention some of the places you know and see if members of the class can find them on the map.

SOMETHING TO DO

1. Can you write the name of your county? Write it three times in your very best writing.
2. See if you can print the name of your county. Practice on a piece of scratch paper until you are able to print it well.
3. Write the name of your city or community. Be certain that it is spelled correctly. If you cannot spell it, you may ask someone to help you. Write the name of your school, too. Practice printing these names.
4. Learn to spell these cities of San Mateo County:

   Redwood City
   San Mateo
   Burlingame

   Study them as you do your spelling lessons.
5. Write these sentences, filling in the blanks:

   A very large city near us is .....

   The ocean that touches San Mateo County is the ..... Ocean.

   ..... Bay touches San Mateo County, too.

   Our state is .....
6. Learn to spell the name of our state. Study it and write it three times.
7. "Sierra Morena" is the Spanish way of saying "Brown Mountain." Can you tell why this name was chosen?

CITIES AND TOWNS TODAY

Yesterday we looked on the map for the location of some of our cities and towns. We studied the spelling of three of them. What cities were they? Let us find them again on the map.

Some other cities of San Mateo County are South San Francisco, Daly City, Menlo Park, and San Bruno. We have already found these places on the map, but it will be fun to have a member of the group try to locate them without any help. Perhaps other pupils would like to find them.

Have you ever heard of El Camino Real? This is our main highway through San Mateo County to San Francisco. No doubt most of the boys and girls of this class have ridden on this fine thoroughfare many times. El Camino Real is a Spanish name meaning "The Royal Road" or "The King's Highway." It passes through a number of our largest cities. Let us name some of these cities. Have a member of your class list them on the blackboard.

On the other side of the Sierra Morena Mountains is Half Moon Bay. The boys and girls of

this town can see the Pacific Ocean from their schoolhouse. We say that Half Moon Bay is on the coast of San Mateo County. Perhaps some of the pupils of the class have been to this town. They will tell you how to get there. It will be interesting to learn how Half Moon Bay received its name. If you look on a large map you should be able to guess the reason. Another town on the coast is Pescadero. See if you can find Half Moon Bay and Pescadero. There are some smaller towns on this side of San Mateo County, too. Boys and girls who live on the other side of the mountain know these towns very well. Some children who live on the bay side of the county have driven over to the coast side for picnics. Along the ocean beaches there are many excellent places for a day's outing.

Much has been done to make the cities and towns of San Mateo County desirable places in which to live. Good transportation and communication have been provided. Trees have been planted on our streets and residents take pride in making their homes and gardens as attractive as possible.

Do you know that good looking communities attract new residents to them?

What have the people of your city or town done to make it a good place in which to live? Perhaps you can make suggestions for improvement.

SOMETHING TO DO

1. You have learned to spell the names of three cities of San Mateo County. Other cities are: South San Francisco, Daly City, Menlo Park, San Bruno, and Millbrae. Learn to spell these names. Study them as you do your spelling words. Use a piece of scratch paper for practice. When you are certain that you know how to spell them, write the names on another piece of paper. Check to see if they are spelled correctly.
2. Now write the names of all the other places in San Mateo County that you know. Number them and write your very best.
3. Copy these sentences: El Camino Real means "The Royal Road" or "The King's Highway." It passes through Menlo Park, Redwood City, San Mateo, Burlingame, and Daly City. (If you can think of other cities or towns through which this highway passes, add their names to the sentence.)
4. The boys and girls of Half Moon Bay can see the Pacific Ocean from their school. We say that Half Moon Bay is on the coast of San Mateo County. Another town on the coast is ..... Perhaps you know another little town on the coast side of the mountains.

5. See if you can guess correctly the names of places in San Mateo County that fit into the spaces below. This is just like a game. There is a little space for each letter. Some letters have been put in to help you.

		N	C					S

B	E					T

M						A		

	E	S					R	

6. This is a more difficult game. See if you can work it.

			S							O				
						Y	C							
			W			D				E				
			M					P						
								G			E			
			R								T			
			T		S			F						O

OUR NEIGHBORS

San Mateo County has neighboring cities and counties that should be known to all of the boys and girls who live here.

Most of us have been to San Francisco, our neighbor to the north. Sometimes we go to San Francisco on the Southern Pacific Railroad. This train passes through several of our largest cities. Can you name some of them? Perhaps a member of this group can bring a time table to class showing the schedule for these trains. It will be interesting to learn how to read the time schedule. You can find the distances between stations marked on the table, too. Your teacher will explain all this to you. Does the train pass through the city or town in which you live?

A street car connects the City of San Mateo with San Francisco. This car carries its passengers right into the shopping district of this great city. Rapid bus service, too, makes the distance between the cities of the peninsula seem very short. How many pupils have ever gone to San Francisco on the street car or bus? Of course, in this day of the auto-

mobile, we often drive into the city in our own cars. We must remember that San Francisco is north of San Mateo County.

Palo Alto is another neighbor. It is not far from Redwood City. Stanford University is at Palo Alto. Many of the graduates of our high schools attend this great university. Sometimes boys and girls go to Stanford to see the museum displays. They are very interesting. Perhaps your teacher will arrange a trip for your class or your parents might take you to see Stanford University. See if you can find Palo Alto on your map.

On the east and west sides of our county we have water, the great Pacific Ocean on one side and San Francisco Bay on the other. Some of the children of San Mateo County can see one of these bodies of water from their home towns and cities. Can you see the Pacific Ocean or San Francisco Bay from your home?

If you look on the map of California you will see that three counties of the state touch San Mateo. You will find that they are San Francisco, Santa Cruz, and Santa Clara. Which of these

counties is closest to your home? In what direction must you travel to get to the closest county?

You may have crossed San Francisco Bay to go to Oakland. This is a very large city on the other side of the bay. Perhaps some of the boys and girls can name other cities near Oakland. The great University of California is in one of them. Can you tell how to get from your home to Oakland or one of the other cities across the bay?

We call all of these cities and counties our neighbors because they are so close to us.

STUDY HELPS

1. Have you learned the directions? Can you point to the north, to the south, to the east, and to the west? If you cannot do this, tell your teacher when you have an opportunity.

2. Copy these sentences and fill in the blanks: The ..... Ocean lies to the west of San Mateo County. ..... Bay is east of us. Our northern neighbor is the City of ..... Three counties touching San Mateo County are ....., ..., and .....

3. Santa Cruz and Palo Alto are neighboring cities. Think how you can get to each of these places. If you look on the map it will help you. Print the names of these cities on a piece of scratch paper several times.

4. Copy these sentences and fill in the blanks: A very large city on the other side of San Francisco Bay is ..... Another city across the bay is .....

5. Can you guess the name of a city? A space has been left for each letter in the name .... There are eight spaces so it is the name of a city with that many letters. San Mateo is the city. Write the letters in the spaces.

   See if you can guess the following neighboring cities. Write the names on a piece of paper.

   .... O
   O ....
   .... O .... O
   .... E .... E ....

A MATCHING GAME

1. Oakland	1. The county seat.
2. Pescadero	2. A large city, north of San Mateo County.
3. Palo Alto	3. A town on the Coast.
4. El Camino Real	4. Another town on the Coast.
5. San Bruno	5. A large city on the other side of the bay.
6. San Francisco	6. A neighboring city.
7. Half Moon Bay	7. The King's Highway.
8. Burlingame	8. Three places in our county that begin with "San."
9. Hillsborough	9. A city with ten letters, ending with "me."

10. San Carlos

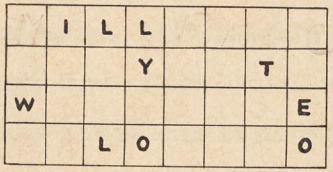
11. Millbrae

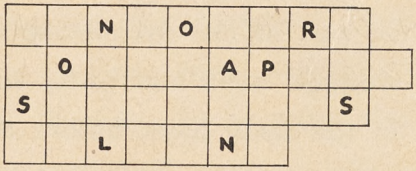
12. San Mateo

13. Redwood City

10. A city with the same name as our county.

Make these puzzles and fill in the spaces. There is room for a city or town in each line:





A LONG TIME AGO

We have learned that San Mateo County is a part of the great State of California and the waters of the Pacific Ocean and San Francisco Bay roll and splash upon our shores. We are acquainted with our important cities and thriving little towns as well as our interesting neighbors. Do you ever wonder, boys and girls, what our county was like in the early days, before there were any cities and towns in this region?

INDIANS LIVED HERE

In the early days Indians lived in all parts of San Mateo County. They were small in stature, but very strong. While they were not warlike, they were good fighters. They fought with the Indians to the north, the San Francisco Indians, and drove them from the shore to the islands in San Francisco Bay.

The Indians of San Mateo County were of the Olchone tribe. They were beardless, but had long, coarse hair. We think of most Indians as having a coppery colored skin, but the Indians who lived

in this section were almost as dark as the African negroes. They live in the crudest of houses, many of which were made of the tule which grew on the marshes.

The Indians had little trouble obtaining food which was all about them. They fished in the streams and hunted game in the forests. They ground the acorns from the oak trees and made flour for Indian cakes. Buckeye balls were also used for food. The bay furnished clams, mussels, and many kinds of fish.

Most of the Indians wore no clothing, but sometimes the women wore short skirts of tule grass.

These first residents of San Mateo County were not very industrious. They were satisfied and happy with their simple food and crude shelter. Being too lazy to carry trees from the hills for boats, they bound and twisted the tule and made rafts. These tiny vessels were not strong enough for long trips and the Indians were satisfied to stay close to shore.

When the first white men came to this region the Indians were friendly and they shared their food and shelter with them.

SOMETHING TO DO

A. Copy the sentences and fill in the blanks:

1. In the early days ..... lived in all parts of San Mateo County. They belonged to the ..... tribe.
2. These Indians were good fighters. They fought with the ..... Indians and drove them to the islands in San Francisco Bay.
3. Houses were made of .....
4. They used the following for food: ....., ..., ..., ..., ..., and .....
5. They made rafts of ....., but they were not strong enough for long trips. This kept the Indians close to shore.

B. Be prepared to tell another class about the food, shelter, and clothing of the Indians who lived here so long ago.

INDIAN MOUNDS

Before reading about Indian mounds let us study some of the difficult words. If we know these words, we shall better understand the story.

refuse — this means old rubbish or waste materials.

mortar — a vessel for grinding acorns. The Indians made mortars of stones.

unearthed — this means dug up. We say that the Indian skull was unearthed, meaning that the Indian skull was dug up from the ground.

Indian mounds have been found in many places in our county. The Indians made these mounds beside their camping places by throwing their refuse in heaps. Mussel and clam shells, oyster shells, and such refuse materials made the mounds grow larger.

Dead Indians were often buried in these mounds, too. Indian skulls and other bones have been found in some of them. Mounds have been found in Burlingame, San Mateo, Redwood City, and other parts of San Mateo County. The largest one discovered was near South San Francisco. Main Street in

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Redwood City was first called Mound Street because it passed over one of these refuse heaps.

Cooking utensils, arrowheads, and shell ornaments have been found in mounds. Mortars for grinding acorns, weapons of warfare, Indian charm stones of the medicine men, and other interesting things have been unearthed. About twenty years ago an Indian doll was found by the Wurr School, which is near the San Mateo County Memorial Park. It was very interesting because few Indian toys have been found in San Mateo County. By examining the articles taken from the mounds, we have learned many things about the Indians who lived here.

FILL IN THE BLANKS

1. Indians made mounds by throwing their ..... in heaps or piles.
2. Sometimes they buried .... in mounds.
3. Indian mounds have been found in ....., ..., and ..... The largest mound was found near..... One of the streets in Redwood City was first called.....
4. Some things that have been found in Indian mounds are: .....
5. An Indian weapon of warfare was .....

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6. Mortars were used for .....
7. Because of mounds we have learned many things about .....
8. Use these words and phrases in sentences:
   medicine man weapons of warfare unearthed

THE OLD MAN OF THE HEAVENS

Most of the Indians who lived in San Mateo County worshipped the sun, which they called "The Old Man of the Heavens."

Some of them were star worshippers, too. Several years ago a skeleton of an Indian was found near Belmont. The knees were bound closely to the chest and the body was in a sitting position facing the North Star. This Indian worshipped the star and looked to it for guidance.

All of the Indians were very superstitious. They believed in the existence of good and evil spirits and made offerings to drive the bad spirits away.

After white men settled this region only a handful of Indians were left. Most of them had taken their journey to the Happy Hunting Grounds.

CHECK YOURSELF ORALLY

1. So the evil spirits might be driven away, the Indians made offerings to the .....
2. The Indians called the sun .....
3. Most of the Indians worshipped the ..... Others worshipped the .....
4. The Indian found near Belmont was a .....
5. When the white settlers came to this county most of the Indians had gone to the .....

DON GASPAR DE PORTOLA

A young Spanish explorer, Don Gaspar de Portola, led an expedition from Mexico to locate Monterey Bay, where a Spanish settlement was to be started. Traveling along the Pacific Coast, they missed sight of the bay because of a dense fog, and continuing northward, entered what is now San Mateo County. The party journeyed along the coast from Gazos Creek, south of Pescadero, to San Pedro Valley, near Salada Beach. Portola and his men made camp at many places along the route. Wherever they went they found the Indians friendly.

The first camp was established at Gazos Creek, south of the location of the Pigeon Point Schoolhouse. Indians welcomed the party and gave them presents of tamales and porridge made of acorns. The queer little pyramidal houses of pine stakes, covered by a very large house of the same material and shape, seemed strange to the Spanish soldiers, who made friends with the natives. When Portola left, the Indians were very sad.

After resting a few days in camp near Pescadero, selected because of an abundance of good water,

they continued on their journey northward. When the expedition reached San Gregorio, they found another Indian Village and the Indians made them welcome and shared their food with the newcomers. From San Gregorio some of the explorers traveled up the canyon toward Bellvale and La Honda because they were eager to learn more about this wonderful land. It will be interesting to boys and girls of the La Vista School District to learn that Portola and his explorers trod over the very same ground that some of their classmates cover on their way to and from school each day.

The party continued up the coast and camped at Purisima Creek, where they found a few grass huts that had been abandoned by the Indians.

Their next stopping place was in the neighborhood of Half Moon Bay. From here they traveled to Montara Mountain, not far from the present site of the Montara School. Boys and girls living nearby will find a monument erected by the late Harr Wagner, pioneer editor of California, to mark the location of this famous camp. Sergeant Ortega and a party of soldiers were dispatched by Portola to

Plate No. 2

PILLAR POINT

On Rancho Corral de Tierra at the northern extremity of Half Moon Bay. This point was sighted and reported by de Gali in 1585. (See Bancroft)

look over the region and on the second day they beheld the southeast arm of San Francisco Bay. Still seeking Monterey, where a supply ship awaited them, they decided to explore this arm of the sea searching for it.

The expedition turned eastward and established a camp near Millbrae, a spot now covered by the waters of San Andreas Lake. Leaving their next camp on the south end of what is now Crystal Springs Lake, Portola went south, through tall redwoods and oak trees loaded with acorns.

Camping on the north bank of San Francisquito Creek by the side of the now famous Palo Alto tree, near the site now occupied by the Southern Pacific Railway Bridge, they rested while Ortega set out to "skirt the bay and find the port and ship therein." Discouraged by their failure, the exploring party determined to return the same way they came. They moved on toward Searsville, not far from the little town of Woodside, and from the hills near Portola had their first good view of San Francisco Bay. There was no excitement because they were not aware of their great discovery.

With heavy hearts, because they had not found Monterey, they set out on the return journey to the southland. They even failed to recognize Monterey Bay on the return trip, but later gained the much greater honor of having discovered the Bay of San Francisco.

Spain immediately prepared for the settling of this new-found port. Don Juan Manuel de Ayala, lieutenant in command of the good ship "San Carlos," was assigned the task of surveying this great western bay. He sailed north from Monterey and to him belongs the distinction of guiding the first ship through the "Golden Gate." The "San Carlos" was the first boat to cast anchor in the waters of San Francisco Bay.

Portola's discovery led to one of the most daring expeditions ever attempted. The Spanish Crown ordered the brave Anza, Captain of the Royal Presidio in Arizona, to prepare immediately to establish a port at San Francisco.

STUDY HELPS

1. Learn to spell Portola. Study it as you do your spelling lesson. When you are certain that you know how to spell it, print it on a piece of paper.

2. Look at the map carefully and try to trace the route of Portola's expedition. Do the tracing very lightly.
3. Write a paragraph of three or four sentences telling how the Indians treated Portola and his men.
4. Is your home near any of the camping places of Portola?
5. Portola discovered ..... Bay. His party had their first good view of this bay from the hills near the ..... School.
6. Exploring parties were sent out by the King of .....
7. Be prepared to tell the results of Portola's discovery.

DON JUAN BAUTISTA DE ANZA

His Majesty, Don Carlos III, was interested in this new land. Portola had pictured the area in glowing terms and the great Bay of San Francisco had been explored and surveyed. The reports that reached the Imperial Government concerning the beauty and extent of this splendid port had quickened a desire to fortify it.

No better man could be chosen to lead this worthy expedition than Don Juan Bautista de Anza, Lieutenant Colonel and Captain of the Royal Presidio in Arizona. Only a year before, this fearless soldier had braved the desert to open up communication by land with Mexico and the missions in California. It was a daring venture, but until then, the missions had depended solely upon sailing vessels for their supplies. A messenger was dispatched to Anza with an order to establish a port at San Francisco. Anza had a task before him!

Soldiers, muleteers, herdsmen, guides, Franciscan fathers, women, and children made up the expedition of 240 souls. There were 350 saddle horses and almost as many cattle needing the prod of the herds-

Plate No. 3

THE PALO ALTO TREE

By the side of this tall tree the brave Anza and his soldiers made their camp. This is the tree for which Palo Alto was named.

men to keep them lumbering forward. Food provisions, munitions, personal baggage and trinkets for the Indians followed on the 240 pack mules.

It was a long journey over mountains and deserts; it was a journey of tremendous hardships. There was illness and even death to face. There were violent rains, mired roads, and swollen streams. There were sharp winds and killing frosts, made worse because of scarcity of water and firewood. Mules and oxen died by the score of cold and thirst. But the brave little company, spurred on by this great leader, moved forward.

You can imagine their joy when, at the end of seventy-three days, they came upon San Gabriel Mission in Southern California. Here food and rest awaited them.

Many in the expedition looked upon the sea for the first time as they journeyed north to Monterey. The rest at San Gabriel had strengthened their bodies and renewed their vigor. Even the dripping rain did not dampen their spirits because were they not to be welcomed in Monterey by the president of all the missions, Father Junipero Serra?

With provisions for twenty days, Anza and his brave lieutenant with Father Font and ten soldiers, set out from Monterey to explore the San Francisco Bay area. On their way north they made camp by the side of the famous Palo Alto tree which still marks the site, at a point where the Southern Pacific Railroad crosses from San Mateo County into Santa Clara. Once more they stopped for food and rest where Burlingame Avenue now meets El Camino Real. Anza's party found no modern city with the countless conveniences of today's civilization. Where hurrying automobile traffic is today regulated by an automatic signal, they camped on a dry creek bed in an uncultivated wilderness.

After having explored the tip of the Peninsula and selected the sites for the Presidio and Mission, Anza and his party set out on the return trip. Once more they rested in the wilds of San Mateo County. Where El Camino Real now crosses San Mateo Creek, not far from today's main business street in San Mateo, these brave but tired soldiers made their camp. From here they journeyed southward to Monterey, eager to report their travels.

Anza, the founder of San Francisco, conducted one of the most dangerous and difficult explorations ever attempted. He felt that his task had been accomplished. The actual settling of the port of San Francisco was left to his faithful lieutenant. Don Joseph Moraga and a party of soldier families accompanied by Fathers Palou and Cambon marched to San Francisco and began to settle the city at the same time the people of the United States were making ready to celebrate their first Fourth of July.

PROBLEMS

1. What was the purpose of Anza's expedition?
2. Be prepared to tell the class about the hardships of the long journey.
3. Study a map and be prepared to trace the route of the Anza expedition.
4. Draw a picture of Anza's party setting out for the long journey.

THE MISSION FATHERS TEACH THE INDIANS

The first settlers in California were the Mission Fathers and the soldiers who accompanied them. The year that Gaspar de Portola set out on his expedition that led him through San Mateo County, the first of the twenty-one missions was established at San Diego.

Mission Dolores in San Francisco was founded in 1776, the year of our Declaration of Independence. The following season the Mission at Santa Clara was established. Between these two missions lay a great peninsula, inhabited by wild Indians and howling beasts. To guard against hostile attacks of Indians, as the Fathers trudged wearily between these missions, a small half-way station or mission hospice was built on the north bank of San Mateo Creek, near where the Shell Oil Station now stands, opposite Mills Memorial Hospital. On this spot, a century and a half ago, long before the coming of the first white settlers, the Franciscans made friends with the Indians and taught them the ways of civilization.

A MATCHING EXERCISE

1. Wild animals	The first mission
2. Hospice	Lived in the wilderness
3. Santa Clara	Two missions near San Mateo
4. The ways of civilization	The resting place between missions
5. San Diego	The location of the hospice
6. Indians	The number of missions
7. Twenty-one	Mission Fathers taught the Indians
8. San Mateo Creek	
9. Dolores	

RANCHOS OF SAN MATEO COUNTY

You have learned that the first California settlers were the Mission Fathers and the soldiers who came with them. At this time all of California was ruled by Spain with Spanish governors in charge. You will be interested in learning that Don Gaspar de Portola, who led the expedition party through San Mateo County, was named the first Spanish governor of California. In 1822 California came under Mexican control and for 24 years our state was ruled by governors appointed by Mexico. During these years the Mexican flag waved over California. Does this not seem strange to you? Try to find pictures of the flags that have waved over our state to show to the members of your class.

During the years that California was ruled by Spain and by Mexico, nearly all the land in what is now San Mateo County was given to certain persons or families in payment for military and other services. Similar grants were made by Spanish and Mexican governors throughout California. These land grants were called "ranchos," a Spanish word

meaning ranch. Some of the ranchos within the boundaries of what is now San Mateo County were:

Rancho de las Pulgas (day lahs POOL-gahs)
Rancho San Mateo (Sahn Mah-TAY-oh)
Buri Buri Rancho (BOOR-ee BOOR-ee)
Rancho Miramontez (Mee-rah-MOHN-tays)
Rancho Pescadero or San Antonio (Pays-cah-DAY-roh or Sahn Ahn-TOHN-ee-oh)

You will find the names of all of the ranchos on page 216. Try to find out the name of the rancho on which your town or home is located.

The Rancho de las Pulgas included a wide area in the southern section of our county. Redwood City is situated on a portion of this great land grant. Would you like to know why it was given the name "Rancho de las Pulgas"? It is a very interesting story. When Portola and his soldiers were passing through this section of San Mateo County, they found a number of abandoned Indian houses and thought they would occupy them instead of making their camp in the open. They remained in the houses a very short time, and with cries of, "las pulgas, las pulgas, las

JOHN D. DALY LIBRARY

pulgas," they rushed out into the open air to rid themselves of the fleas that infested the Indian houses. Rancho de las Pulgas means "The Rancho of the Fleas."

You will be surprised to learn of the size of this great land grant. It extended from San Francisquito Creek[1] on the south to San Mateo Creek[2] on the north and from the waters of San Francisco Bay on the east to the Cañada de Raymundo[3] on the west. More than a century ago the Rancho de las Pulgas was part of the Rancho del Rey, the ranch of the King. Here the King's horses were pastured and cattle grazed on the hillsides. Look at a map of the county and find the cities and towns built on Rancho de las Pulgas.

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1. San Francisquito Creek (Sahn-Frahn-sees-KEE-toh) forms the boundary line between San Mateo County and the city of Palo Alto.
2. San Mateo Creek (Sahn-Mah-TAY-oh) runs through the city of San Mateo. It flows through the Mills Hospital grounds and the property of the San Mateo Junior College. San Mateo, meaning St. Matthew, was first applied to the Creek.
3. Cañada de Raymundo (Cahn-YAH-dah day Rah-MOON-doh) was the great central valley. Part of this valley is now covered by the waters of the Spring Valley Lakes.

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Can you guess the location of Rancho San Mateo? It included much of the present city of San Mateo. Part of Burlingame is situated on land which was included in this grant, too. Rancho San Mateo extended from San Francisco Bay to the Spring Valley Lakes.

The Buri Buri Rancho, named for an Indian tribe, included what is now South San Francisco and the land south to about the middle of the City of Burlingame. It extended from the ridge of the mountains to the shores of San Francisco Bay. The avenue of Broadway in Burlingame was formerly called Buri Buri. The name can still be seen on the curbstone at the corner of El Camino Real.

The town of Half Moon Bay, formerly called Spanishtown, and the surrounding territory, was included in the Rancho Miramontez (Mee-rah-MOHN-tays). Miramontez is a Spanish word meaning "behold the mountain." Boys and girls who live in this section of San Mateo County will feel that this rancho was well named.

Rancho San Antonio or Rancho Pescadero

contains the town of Pescadero and the farming and timber lands nearby. This rancho extended from Pomponio Creek, named for an Indian Chief, to the Butano (BOOT-ah-noh), an Indian gathering place for friendly visits. The forest, creek, and falls of that name are not far distant from Pescadero. Today many of our citizens drive to the Butano Forest for a pleasant day's outing or a summer vacation. It still remains, indeed, a friendly meeting place.

If you are interested in learning about other ranchos, your teacher will tell you about them. Can you guess how these land grants led to the settling of Spanish people in this part of California?

READ AND FILL IN THE BLANKS

1. The first settlers in California were the ..... and the soldiers who came with them.
2. ..... ruled California at this time.
3. The land grants were called ..... The ..... and ..... governors made these grants.
4. A city located on the Rancho de las Pulgas is .....
5. Rancho de las Pulgas means .....
6. A rancho that included the present city of San Mateo and a part of Burlingame was .....

7. The name of the rancho that extended from the northern boundary of South San Francisco to the middle of the city of Burlingame was .....
8. Half Moon Bay was formerly called .....
9. Rancho Miramontez included the present town of .....
   Rancho Pescadero included the present town of .....
10. The first settlers of San Mateo County were .....
11. The Buri Buri Rancho was named for an .....
12. Miramontez is a Spanish word meaning .....
13. Pomponio is the name of a school district in San Mateo County. This district was named for an .....
14. Butano means .....

ADDITIONAL ACTIVITIES

1. Look on page 216 for the names of all the ranchos of San Mateo County. Find out on what ranchos the following cities and towns are located:

San Carlos	Daly City
Belmont	La Honda
South San Francisco	Woodside
Half Moon Bay	San Mateo
Menlo Park	Burlingame
San Bruno	Rockaway Beach

SETTLEMENT AND GROWTH OF SAN MATEO COUNTY

THE EARLIEST SETTLERS

Do you know, boys and girls, that 90 years ago we could have counted the white settlers in all San Mateo County on the fingers of our two hands?

The first two white men to settle in the county were James Peace and "Bill the Sawyer." Because they came here so long ago, we do not know which man came first. Some writers tell us that James Peace led the settlers into the county while others claim that "Bill the Sawyer" lived in the redwoods at Woodside and Peace found him there and, for a time, made his home with him.

Peace was a sailor who had trouble with the captain of the ship and, when they arrived in San Francisco Bay about 118 years ago, he deserted the vessel by dropping himself down into a small boat and rowing to shore. Landing safely, he lay for days in the dense and tangled undergrowth of Telegraph Hill. His hiding place was discovered

by an old Spanish woman, Juana Birones, and, although Peace could not understand a word of her language, he made it known by signs that he had fled from the ship moored in the bay. The woman was a kindly soul and regarded his wishes with prudent care. She furnished him food and drink during his days of anxious hiding. Fearing that the officers of the ship might find him at any moment and take him back to the boat as a deserter, Peace made his way down the peninsula into the wilds of this new country. The route was not easy because trails ran in every direction, and the wilderness was the home of the grizzly bear and other beasts of the forest. It required real courage for a traveler to face the dangers unafraid, with no companion except his little Mexican pony. Having a roving and adventurous nature, he became acquainted with all the early pioneers of the entire bay region.

After living and working in the redwoods of the Woodside district for some time, he chose for his home a spot in the Pilarcitos Canyon at the foot of the steep mountain. For years Jimmie

Peace earned his livelihood by pulling the teams up over the precipice with his fine strong oxen. The climb was straight up and the road was barely marked, but the oxen of Jimmie Peace were in the hands of a capable driver. In 1840, Peace and other settlers were accused of plotting against the government, put in irons, and sent to Mexico. Shortly after his release, Jimmie found his way back to his old home and, at the close of the war with Mexico, he raised the first American flag in Half Moon Bay. The boys and girls of the little Pilarcitos School will be interested in knowing that Peace once owned and lived on the property in the canyon now belonging to John Canadas. Today the children of the fifth generation of this very early settler attend the schools of San Mateo.

The reason for William Smith's coming into the county we do not know, but "Bill the Sawyer," as he was commonly called, chose to make his home in the redwoods near the present town of Woodside. Smith had come to Oregon from one of the eastern states on a Pacific Fur Company ship. He worked for the fur company in the northern

Plate No. 4

MOUNTAIN HOME RANCH HOUSE

This old adobe was built a hundred years ago by San Mateo County's pioneer lumberman. The original adobe walls have been preserved.

country until the Americans were driven out. Then he came to California and took up his abode in the redwoods of this county.

A full century ago, a young lieutenant from a British man-of-war, seeking adventure, rode down the peninsula on horseback, eager to get a glimpse of this fine new country. He continued on until he came to the San Francisquito Rancho where the City of Palo Alto stands today. Here, Lieutenant John Coppinger sought employment and eagerly accepted the job he was offered. Little did he know that shortly afterwards he would fall in love and marry the beautiful Maria Luisa, the daughter of the widow Soto, the owner of the rancho. The two lovers, mounted on the same horse, rode all the way to the Santa Clara Mission for the marriage ceremony. Because it was the first wedding in these parts, elaborate plans were made for celebration. Returning to the bride's home, the feasting, dancing, and merry-making that lasted for a whole week began. Several years later, Coppinger and his young wife moved to Rancho Cañada de Raymundo, which included what is now Wood-

side proper and the hills and valley of the Cañada. This large land grant was given to Coppinger by the Mexican governor. Their small home of shakes at Woodside was soon replaced by an adobe dwelling where Coppinger and his wife lived happily until his death.

We do not know exactly when John Cooper left Mission Dolores in San Francisco to live near the Mission Hospice on San Mateo Creek. His home was at the old Indian reservation where the Central School stands today. Cooper liked the location of his old adobe and remained there in charge of the rancheria until his death.

A whaling vessel brought Charles Brown into San Francisco Bay. He found means of escape while the ship lay in the harbor and hid himself in Juana Birones' home until it was safe for him to journey to the beautiful redwood country near the present town of Woodside. Here he purchased a piece of the Cañada de Raymundo from John Coppinger and built the Mountain Home Ranch, well known in early days. The boys and girls of the Portola and Woodside schools will be interested

in learning that today this is known as the Hooper Ranch. The old adobe house built by Brown still stands as a monument to this early settler. The adobe, with memories of early times, has been boxed in between wooden walls, but the spirit of the old days still lingers. Brown became San Mateo County's pioneer lumberman. He built the first mill in the county 89 years ago. His "Mountain Home Mill" supplied much of the lumber for the building of San Francisco.

Another pioneer, George F. Wyman, left a whaling vessel at Monterey, traveled up the coast, and settled at Spanishtown, now called Half Moon Bay. Almost a century has passed since then, but his children, his grandchildren, and their children have carried the name of Wyman down through the pages of San Mateo County's history.

The first wagon train that ever crossed the Sierra Nevada Mountains carried a young man who was to become a very important lumberman in the early days of San Mateo County. Little did he know, as he made this wearisome journey over the high Sierras, that he would one day become

a very wealthy man. About 90 years ago, Dennis Martin settled near Woodside. The old church and cemetery that he established on his ranch were abandoned 40 years ago, but Dennis Martin lives in our memories as one of our early pioneers.

These men were the first white settlers of San Mateo County. A howling wilderness became their home.

HOW WELL DO YOU READ?

1. At this early date San Mateo County was a .....
2. Two of our very earliest settlers were .....
3. ..... was taken as a prisoner to Mexico and later, at the close of the war, raised the ..... at Half Moon Bay.
4. A well known ranch in the early days of the County was ..... It was near ..... The old ..... house built by Charles Brown still stands.
5. The ..... was a rancho granted to John Coppinger. It included the ..... Valley and the present town of ..... and surrounding country.
6. John Cooper lived near the ..... on San Mateo Creek. He had charge of the rancheria.
7. The wedding of ..... and ..... was the first in this section. They rode on a single horse to ..... for the ceremony.
8. Dennis Martin crossed the high Sierras in the first .....

9. ..... became San Mateo County's pioneer lumberman. He built his mill near .....

10. Nearly all of the very earliest residents settled in .....

11. George E. Wyman left his whaling vessel at ..... and journeyed up the ..... to Half Moon Bay.

WOODSIDE

Have you ever been to Woodside? This little town is situated at the southern end of beautiful San Raymundo Valley. In the early days an old Indian by the name of Raymundo chose this lovely valley for his home. Stories have been related to the effect that the Indian Raymundo was greatly feared by the early settlers while other tales picture him as greatly beloved. For one of these reasons this valley came to be spoken of as the Valley of Raymundo.

Woodside was the home of the first settlers of San Mateo County and the center of the greatest business activity in the early days. All the hills around the town were formerly covered with large redwood trees and at one time there were fifteen lumber mills within a five mile radius. These mills supplied the City of San Francisco with its first lumber.

More than a thousand lumberjacks bought their food supplies and received their mail at the old "Woodside Store." This old building is still standing to remind the residents of Woodside of the early

WOODSIDE STORE.
POSTMASTER
PEACHING

Plate No. 5

DR. TRIPP'S STORE

This was the first store and post office
in San Mateo County.

days of San Mateo County. It was built by Dr. Tripp, who rafted the first redwood logs to San Francisco, and was the first store and post office in the entire county. Ask your parents to drive you out to Woodside some week-end so that you can see this historic spot. You will be interested in seeing the old wooden posts to which the woodsmen hitched their horses. Even the pigeon holes where the lumberjacks received their mail and some of the names of the early settlers can still be seen in this old postoffice. The sign "Woodside Store" remains on the building as in the olden days. The letters, carved from wood, were placed there prior to the Civil War. Because Dr. Tripp had been a dentist before settling here, many people went to him to have their teeth fixed. The Woodside Store had a large safe, so it became the bank for the lumberjacks, too. For 43 years Dr. Tripp's store served the people of Woodside. Can you tell why it was so very important a place in this little settlement?

It was to Woodside, you remember, that John Coppinger took his young wife to make their home

at the Rancho Cañada de Raymundo, which had been granted to him by the Mexican Governor. Their first home was a redwood shack, but soon an adobe dwelling took its place. This hacienda of the Rancho Cañada de Raymundo stood at the forks of the La Honda Highway and Kings Mountain Road. Today, nothing remains of the "Greer Adobe," as it came to be called, except a part of the original carriage house. This is encased within the wooden walls of the present day structure. One can hardly pass this historical spot without feeling the spirit of the days of the ranchos.

The first school was built in 1851 on land donated by Captain John Greer, who married the widow of Lieutenant Coppinger. In honor of the donor, the Greersburg School District was named. Eighty-five years ago the children of the village were as proud of their little school shack as the boys and girls of the Greersburg School District today are of the attractive Spanish type building that has come to take its place.

One of the first toll roads of San Mateo County led up the steep slope from Woodside to King's

Mountain. About a mile above Dr. Tripp's store the old turnpike crossed "Squealer Gulch," familiar in by-gone days to the residents hereabouts, and named for a settler of the region who had a very high-pitched voice. "Squealer Gulch" and "Whiskey Hill," the name first applied to the community where Woodside now stands, do not seem to harmonize with the beauties that Mother Nature bestowed upon this region.

Not far from the center of the little town of Woodside stands the old adobe of the "Mountain Home Ranch," built by Charles Brown, San Mateo County's pioneer lumberman, a hundred years ago. This ranch, well known to the first settlers, has become the Hooper Estate and the original adobe walls have been boxed in with wood, but the courage of the pioneers lingers in this vicinity.

Running from San Francisquito Creek, in back of Menlo Park, to Searsville Lake is the old Sand Hill Road. It was on this road that Dennis Martin settled in the very early days, after having crossed the high Sierras with the first wagon train. The St. Denis Church that he built upon his ranch

was the first church between Santa Clara and San Francisco. People traveled for miles to worship here. The church itself is gone. Only a few stones remain in the old abandoned cemetery to mark the graves of some of the early pioneers.

The road south from Woodside leads one into the beautiful Portola Valley from the hills of which the party of Don Gaspar de Portola had the first good view of San Francisco Bay. This road passes Searsville Lake and leads on to the great Stanford University.

Within the past few years many wealthy people have moved into this region and have built themselves fine homes. Beautiful trees and shrubbery cover the surrounding hills. Today, Woodside may well boast of its delightful climate, beautiful homes, and verdant hillsides.

STUDY PROBLEMS

1. Be prepared to tell another class about the settlement of Woodside.
2. Why was Dr. Tripp so important a man in the village?
3. If you should visit Woodside, what would you like to see?
4. Tell the meaning of: turnpike, lumberjack, adobe.

THE FIRST FOURTH OF JULY

Little did five-year-old Lucas Greer understand the meaning of the Fourth of July as he eagerly watched the villagers of Woodside make ready for the great celebration. He had never seen a flagpole, and curiosity and wonder filled his little being as he listened to the plans and watched the woodsmen cut down the tall tree and trim and smooth it in preparation for this eventful day. Lucas was surprised at the change their many hours of labor made and was shocked to learn that the "liberty pole" was to be hoisted on its end and that it would stand in the most important spot in the village. Although he knew the woodsmen could do many things, he was quite certain that they could never make the tall pole stand alone. He knew that it was too heavy for them to lift and he could think of no other way of setting it in place. Do you wonder that his little heart pounded with joy as he saw the flagpole being raised with block and tackle and placed safely and securely where it was to stand? Everything was now ready for the eventful day.

Lucas was awake very early the morning of

July the Fourth and his large black eyes sparkled and danced in anticipation of the day's excitement, as he hurriedly ate his breakfast, eager to join the men and boys of the village in the Fourth of July parade.

Clothed in his very best and feeling the importance of the gala occasion, he proudly marched with his father and other villagers from one end of the town to the other, trying hard to keep in step to the tune of "The Girl I left Behind Me," the sole air known to the player of the fife and drum. Even though the dust was knee deep throughout the village, patriotism was in the heart of each parader.

Gathering around the huge flagpole, all was now ready for the raising of the flag. Father Greer had been named to pull the ropes, but Lucas, too, was there to lend his helping hand to this important task. At the sound of the whistle the little lad pulled with all his might, and the Stars and Stripes soon waved over Woodside. This was in 1856, the first Fourth of July celebration in San Mateo County.

SOMETHING TO DO

1. Make a drawing of the Fourth of July parade in San Mateo County.
2. Draw a picture of the hoisting of the Stars and Stripes.
3. Look back over the stories and see if you can find the name of Greer mentioned. Be prepared to tell the class.

A VILLAGE THAT WAS COVERED BY WATER

Searsville was a thriving little village of San Mateo County less than fifty years ago. The little town was located near Woodside, where Searsville Lake now stands.

In the late 40's a sturdy group of pioneers saw great promise for the lumber industry in the immense redwood forests that covered the mountains and the valley. Crude mills were hastily erected and lumber and shingles were manufactured from the redwood trees. The woodsmen made homes for their families. A school had to be built for the boys and girls, and in a short time Eikerenkotter's Store and Hotel made Searsville look like a prosperous little village. John Sears, for whom the town was named, soon opened another hotel. Lumber making facilities were improved, and in a few years the settlement grew into an important lumbering town.

As years passed the great forests were disappearing. One by one the mills were closed or moved to other places until not a single mill was left. Despite this, Searsville lived on quite prosperously because

Plate No. 6

SPRING VALLEY LAKES

These artificial lakes were created many years ago
for water purposes. Before the lakes were
made the valley was the home of
prosperous farmers.

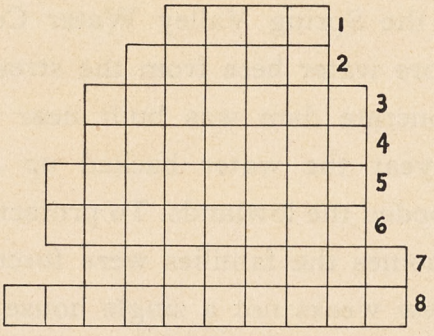
of the farming industry that had taken the place of the lumber trade.

At last the Spring Valley Water Company decided to store water here from the streams nearby. A large concrete dam was built near the village. The next year the water backed up against the dam and flooded the lowlands. To protect themselves and their homes the families were forced to move. Within a few weeks not a single house was left in Searsville. Some of them had been moved away and others had been demolished. Fences were torn down and gardens were uprooted by the flooding waters. The village was no more; Searsville Lake had come to take its place.

At the present time Stanford University owns this property and uses the waters of this lake for irrigating purposes. Many people go there to swim during the summer months. Perhaps you, too, have enjoyed a swim in the lake where the thriving little village of Searsville once stood.

A PUZZLE

See if you can work this puzzle.



These hints will help you:

1. Why people go to Searsville today.
2. What grew in and around Searsville.
3. Another name for a small town.
4. An industry that took the place of the lumber industry in Searsville.
5. The kind of trees that grew there.
6. Something that was manufactured there.
7. A kind of dam built near Searsville.
8. A lake in San Mateo County.

SAN MATEO BECOMES A COUNTY

When California became a part of the United States, at the close of the War with Mexico, the entire state was divided into counties. It might surprise you to learn that for six years San Mateo was a part of the County of San Francisco. During this time we were governed by the large and rapidly growing city to the north. Although we had representatives on the County Board of Supervisors, this large rural area, sparsely populated, had nothing in common with the "City by the Golden Gate." Our problems were not the same as those of this world-renowned metropolis. Can you tell the reason for the rapid growth of San Francisco? Its inhabitants were made up of people of every tongue who came from all parts of the world to make their fortunes. The rural portion of the County of San Francisco played an unimportant part in its politics and government, being so removed from the center of population and interest.

Honorable Horace Hawes has been called the "Father of San Mateo County" because it was he who introduced a bill called the "Consolidation

Act" in the State Legislature which provided that "There shall be formed out of the southern portion of the County of San Francisco a new county, to be called San Mateo," and, "That the seat of justice shall be at such a place as may be determined by the qualified electors of the county at the election of the first county officials." In Redwood City today you will find a park named for Horace Hawes, prominent resident of the early days, who as State Senator played so important a part in the making of San Mateo County.

As a result of the first election, held in May 1856, Belmont was declared the County Seat and it was in this little village that the government of the new county was started.

The people were dissatisfied with the election returns. The men who were placed in office did not meet with their approval. Charges were made that the election was unfair. A series of lawsuits were brought to test its validity. After a full hearing of the case, some of the ballots were rejected. A new count made Redwood City the County Seat.

PROBLEMS

1. What did the county of San Francisco first include?
2. Tell why the title often given to San Francisco is suitable.
3. Explain the meaning of "world-renowned metropolis."
4. State the reason for the great influx of people into San Francisco.
5. What was the great problem of the rural area at this time?
6. Tell some of the problems of the rapidly growing metropolis.
7. What man is spoken of as the "Father of San Mateo County?"

REDWOOD CITY

During the days of the Spanish-Mexican rule in California, Redwood City was called Embarcadero because trade was carried on by water. Boats came up a creek and landed on what is now Broadway, not far from the present Sequoia Hotel. The boys and girls who attend the Redwood City schools today will be interested in finding the exact location of this spot.

Close to the landing, just 86 years ago, a Captain Smith built the first house. This was the beginning of the little settlement that was to grow to be an important city of San Mateo County. It had the natural advantages of a shipping point and was close to the vast redwood forests covering the slopes of the mountains in and around the Woodside district. For these two reasons growth was very rapid.

Because heavy teaming was necessary between the redwoods and the point of shipping, good roads had to be built and kept in repair. These were busy days for the early settlers. There was plenty of work for everyone.

Plate No. 7

LUMBERING NEAR LA HONDA

This picture shows the handicaps of lumbering in the early days. The driver of the oxen, Walter Ray, is now one of the custodians of the Court House at Redwood City.

Can you guess why shipbuilding became the first local industry? The schooner "Redwood" and a number of other boats were built in the shipyards located on the site of the present Redwood City Library. If you go there today, you will find a bronze tablet on the library grounds with the following inscription:

SEA GOING SHIPS LAUNCHED HERE
FOR LUMBER TRADE
IN 1851

This tablet was etched by students of the Sequoia Union High School and presented to the citizens of Redwood City in 1926 by the history and civics classes. The members of these classes were very proud to mark this historic spot. Other shipyards were located on the site of the new Redwood City Post Office. The boats made in these yards carried lumber, hay, grains, bark, and fuel to San Francisco and other bay ports.

Wagon making and blacksmithing became an important industry of the early settlers because of the immense amount of teaming between the settlement and the mills among the redwoods. Can you

tell why harness making was important at this time, too?

Because it was rumored for a while that Rancho de las Pulgas might be declared government land hundreds of squatters rushed in from San Francisco and the entire bay area to take possession. There was great excitement as each newcomer stepped off his 160 acres and made plans to build his shack. Most of the squatters were armed and ready to defend their claims or help themselves to more favorable locations selected by those less able to defend them. Each settler was eager to fence his land and build his shanty.

Lumber, shingles, fence rails, and other building supplies commanded enormous prices and large mills were put into operation to meet the demands. Several years later when the courts finally settled the ownership of Rancho de las Pulgas, the squatters were forced to move. This brought unhappiness to many of the homes in the vicinity. Some refused to leave and even threatened to shoot if one dared to molest them or their possessions. Many riots resulted, but no blood was shed. At

last, one by one, the squatters gave up their land and left or purchased homes of their own.

The squatter movement made some central trading post necessary so William Shaw built the first store in 1852. The following year a much needed hotel, "The American," was opened. It consisted of two rooms, "upstairs" and "downstairs." The single lodging room upstairs had rows of bunks along its sides. This was, indeed, a luxury compared with the shelter provided travelers at the Pulgas Ranch House, located on the Horace Hawes farm, where the Woodside Road crosses El Camino Real today. Here the weary traveler unrolled his pack beneath a tree and turned his beast into the fields to roam. Several times "The American" was destroyed by fire, only to be rebuilt and destroyed again. It stood on a site on Main Street, which until a few years ago was the head of Broadway.

The first school was held under a large spreading oak tree where Whipple Road today enters El Camino Real. In the shade provided by Mother Nature, a mere handful of boys and girls sat on the ground to begin their daily lessons. At the expense

of a few citizens, who were interested in the education of the children of the village, a school house was built at the Embarcadero. This was little more than a shack for the ten pupils who made up the enrollment. In a short time there were so many children that it was necessary to provide a larger building and an extra teacher.

In 1854 Mr. S. M. Mezes, one of the proprietors of Rancho de las Pulgas, laid out and planned the town of Mezesville. The settlers did not like the new name any better than Embarcadero. They had formed the habit of calling their village "Redwood" because of the large quantities of redwood lumber shipped from the port. These pioneers were firm in the demand that the town have this name and when it was incorporated, a number of years later, it became officially known as Redwood City.

Shortly after the first steps in the organization of county government were made at Belmont, the seat of government was moved to Redwood City. This was in the summer of 1856. Space was rented in Diller's warehouse, on the bank of Redwood Creek, to house the county officials and the courtroom.

Immediately, Mr. S. M. Mezes offered to give any block in the town that the Board of Supervisors might select for the location of a court house. In 1858 a fine brick building was erected for this purpose. The present day San Mateo County Court House stands on the same site. This building, nearing completion, was almost totally destroyed by the great earthquake of 1906, but rebuilding started immediately. A bronze tablet at the head of the stairway reminds us that the property was donated by Mezes and other owners of the Rancho de las Pulgas.

Stage coach lines connected the settlement with the rapidly growing metropolis to the north and with other points within the county. For years the stages drawn by six fine, strong horses made daily trips between Redwood City, Woodside, Searsville, La Honda, San Gregorio, and Pescadero. This route was started in 1870 by S. L. Knight. John Poole, father of the present San Mateo County Supervisor, drove the first stage coach over the route. No business was more important or more colorful than this. The arrival of the stage brought news of the

outside world. All were on hand to meet it when it came. The drivers became personally known to every man, woman, and child along the way.

Can you imagine the excitement of the villagers 74 years ago, when the first passenger train passed through town over the new railroad? The road was open from San Francisco to Mayfield and more than 400 passengers rode on the excursion train consisting of six passenger cars and a number of freight cars. No wonder they needed two splendid locomotives to draw the heavy load! After reaching the end of the line, the train carried them back to San Francisquito Creek where they picnicked in joyful celebration. The following is a partial account of the eventful day, taken from the Gazette, San Mateo County's pioneer newspaper, of October 23, 1863: "Through the kindness of the managers, we were along and we heard but one opinion expressed in regard to the road — that it was one of the smoothest that ever a train ran over. The locomotives are first class and all the cars are gotten up after the most improved models used in the east. On Sunday, two trains ran each way, and since then,

trains have run regularly on scheduled time — one train each way, daily, arriving here from the City at 10, and leaving here for the City at 11 a. m."

Prior to the completion of the railroad the stage coach was the most rapid means of transportation. Although the route was almost impassable for a portion of the year, two stage lines ran between San Francisco and San Jose in the early 50's. The fare between these two points, according to the financial expression of the day, was "two ounces" or about thirty-two dollars. What effect do you think the railroad had on the stage coach business?

Shortly after the completion of the railroad there came a demand for improved streets and roads. The village was rapidly becoming a town. The residents were tired of having their main thoroughfares converted into running streams during the winter rains. During particularly heavy storms all business had to practically cease. Something had to be done! This demand for street improvement led to the incorporation of "Redwood City." At the first meeting of the town trustees, plans were laid to have broken rock placed on one thou-

sand feet of street between the railroad crossing and the County Road or El Camino Real. This was the first step to improve the streets, but it was only a beginning. In a few months the people decided by vote to borrow five thousand dollars for further improvements and Mr. William C. Ralston, an early resident of Belmont, who has recently been termed "The Man Who Built San Francisco," furnished the money. The town, which in earlier days had acquired an unenviable reputation for its miserable roads, began in a short time to sense a feeling of pride in its progress.

Germania Hall, built in the 60's where the Canton Restaurant now stands, was the scene of splendid entertainments and dances in the early days. The old timers, for miles around, looked forward to each occasion and all were on hand to have a good time. Redwood City had the first real theater in San Mateo County. In the late 90's the old Alhambra on Main Street was the finest playhouse between San Francisco and San Jose. Until the great earthquake of 1906, when it was partially destroyed, it was the most imposing structure in

town. After the quake the ruins were rebuilt and several years later the fraternal order of Masons purchased the building and remodeled it for the Masonic Temple.

Forty-two years ago David Curry, who later became famous as the founder of Camp Curry in the Yosemite Valley, became the principal of San Mateo County's first high school. The forty acre campus of the present Sequoia High School was formerly the home of Moses Hopkins and later of William J. Dingee, two well-known millionaires of California.

Today Redwood City is a growing residential and industrial city. It is still the seat of San Mateo County's government, where the official business of the county is carried on. When you go to Redwood you must look for the Court House. It is on the main street. This modern city is today connected with San Francisco and all parts of San Mateo County by splendid highways and rapid means of transportation.

MATCHING EXERCISE

1. Redwood City is the county seat	1. by boat from Redwood City to San Francisco.
2. The Spanish settlers called Redwood City	2. the first hotel.
3. The first industry in Redwood City was	3. of the redwood lumbering activities of the near-by hills.
4. The American House	4. of San Mateo County.
5. This town was given the name of Redwood City because	5. shipbuilding.
6. In early days Redwood City was connected with San Francisco	6. wagon making and blacksmithing was an important industry.
7. Today Redwood City is a growing	7. Embarcadero
8. The shipyards were located	8. on the site of the present library.
9. Lumber and grains were carried	9. had only ten pupils.
10. Because there was so much teaming between Redwood City and the mills	10. by stage coach.
11. The first schoolhouse	11. government was necessary.
12. In order to improve streets and roads	12. industrial city.

THE FERRY BOOTS

Not so many years ago we delighted in the story of Jack and the Beanstalk and eagerly listened to the magic of the seven-league boots of the horrible giant. Do you know, boys and girls, that the daily lives of the early residents of Redwood City were intimately associated with a huge pair of boots rivaling those of the giant in size? Every man, woman and child knew where the boots were to be found and of the great service they rendered. They belonged to the entire village and they were used by all on occasions.

There was no bridge across the creek near the landing so ferrying was done on foot. A pair of high top rubber boots of fabulous size was kept in Thatcher's Store for the accommodation of the public, to ferry the passenger across the creek. Placing himself within the giant boots, being safely protected from water and mire, the passenger of the "ferry" would wade to the opposite shore.

We are told that so great was the affection of the villagers for these boots that, long after the creek was bridged and the use of the "ferry" had

passed, they related to their children numerous and fabulous stories of the wonderful strength of those who wore them. The boots have long since vanished, but their magic will live forever.

AN OLD TOWN WITH A FRENCH NAME

We have learned of the Spanish background of San Mateo County, of the expedition of Don Gaspar de Portola and his discovery of San Francisco Bay, of the journeys of the footsore padres who trudged the "King's Great Highway," of the adobe resting house on San Mateo Creek where the Indians were first taught the ways of civilization, and of the great Spanish and Mexican land grants, called ranchos, that covered our entire county. All about us today are places with Spanish names or meanings.

Is it not interesting to you, when we recall these facts, that one of our very oldest towns should have a French name? Belmont was taken from two French words meaning beautiful hill or mountain. To the early residents no other name seemed so fitting to describe the picturesque little settlement. If you are familiar with this location, you, too, will feel that Belmont is well named, with its large rounded hill near the center of town and the beautiful rolling country to the west.

Belmont is one of California's oldest towns. The

first settler was a man named Angelo, who before coming here, had entertained travelers in a canvas tent somewhere south of the Embarcadero. He chose Belmont for his new location and built in 1850 what became the well-known Angelo's Hotel where weary travelers found food and rest. After several years, Mr. Flashner succeeded him in the business and Angelo's hostelry became The Belmont Hotel. This same building was the scene of the first government of San Mateo County. Belmont was the county seat and it was here that the Honorable Benjamin F. Fox heard the cases that determined who were to be the first county officials. Here, too, it was decided that the seat of county government be moved to Redwood City.

In the early days the beautiful canyon just back of the village was spoken of as the Cañada Diablo, meaning the canyon of the devil. Is it not surprising to you that so delightful a place should be given such a horrid name? Here the Indians had their clam bakes and held their festivals. It has been recorded that, at a certain season of the year, the sun shone on the clam shells and made the entire

canyon resemble a blaze of fire. Evil spirits hovered near the reservation. There could be no peace in the canyon until they were chased away. The Indians made known their fears to the first travelers along the "King's Great Highway." Hence the canyon of the devil was named and its mysteries became known to all.

An early map of this section marks the location in 1850 of the Meredith home. Nothing is known of this family other than the story told by the little old cemetery in the hills in back of Belmont, recently stumbled upon by hikers. The moss covered gravestones, badly worn by weather conditions of more than four score years, mark the graves of the members of the family who lived and played here so long ago. If you visit this historic spot you will find the names on the tombstones.

In the middle 50's there came to San Francisco an Italian soldier and diplomat seeking escape from the troublesome wars of his native land. This modest and genial gentleman of high Italian birth traveled down the peninsula seeking a place to live in the quiet and peace of the country. The Cañada Diablo

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worked its magic for Colonel Cipriani determined that here he would make his home. Here a weary soldier found happiness in the quiet of his estate. It was with a great deal of sorrow that the Colonel had to leave his much beloved home to return to Italy in the late 50's in answer to the call of King Victor Emmanuel. His deep affection for the home in Belmont brought him back at the close of the war. In a few years he again responded to a call from his native land to aid in freeing and uniting his people.

At a very early date John McDougal, who was the second governor of the State of California, settled in this beautiful canyon. Like Cipriani, the McDougal family found peace and happiness in the spot they chose for home. Another resident of the Cañada Diablo in the early days was Mr. S. M. Mezes, one of the proprietors of the de las Pulgas Land Grant, who chose this spot as the most fitting homesite on the entire rancho. To these men and to others who followed them, the Cañada Diablo meant a delightful place in which to live.

Can you picture the old stage coach drawn by

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six foaming horses pulling up in front of the old Belmont Hotel? Each arrival brought life to the little settlement. Here the jovial driver and his passengers enjoyed a hearty meal and a brief rest while fresh horses were hitched to the stage coach and all was made ready for the remainder of the journey.

Before the building of the San Jose-San Francisco Railroad, the village had considerable importance as a trading center. The first man engaged in merchandising was Adam Castor, who carried on a very successful business and Castor's Landing became a well known shipping point. Most of the early settlers were farmers and some of their products were shipped to San Francisco buyers.

In the 50's Christian Bollenger, who owned a large ranch nearby, drove his cattle all the way to the San Francisco markets. Freight and passengers, too, were carried by Captain Owen O'Neill's sailing vessel which made regular trips. O'Neill's Landing was well known in the early days of San Mateo County. It is claimed that the lumber used in building the Captain's home and several of the other

structures of Belmont was brought by sailing vessel around the Horn.

The rounded hill, from which the town received its name, came very early into the hands of Alfred Fonda, who later became the owner of the Belmont Hotel.

In 1868 Mr. William C. Ralston, a San Francisco millionaire and internationally known figure, purchased the Cipriani property in the Cañada Diablo and built his "glittering mansion," which became a show place of the county and the scene of many festive gatherings in the West. Money was plentiful and it was used in profusion to entertain the guests, the great, the titled, the talented of the earth, the statesmen of the world. Ralston, spoken of today as the "Man Who Built San Francisco," was a very colorful figure. Each evening he drove all the way from San Francisco to his Belmont home changing his team of sweating horses several times along the way. Each morning he returned to his San Francisco office by the same route. No wonder he gained the reputation of being a great horseman and a fast driver. Ralston was a kindly man

and did much to help the early residents get their products to the San Francisco markets. He bought Castro's Landing, constructed a wharf upon the slough, and donated the privileges of the shipping place to the people of Belmont. The tragic ending of William C. Ralston brought grief to those who knew him as their friend. The Ralston property is owned today by the Sisters of Notre Dame and the old home has become a well known school for girls. Honoring this respected old-time resident Ralston Avenue remains the most important thoroughfare in town.

In later years the home Governor McDougal became Belmont Park. To these beautiful grounds, owned by Carl Janke, came each Sunday and holiday hundreds of San Francisco picknickers to enjoy a day's outing in the sunshine of the peninsula. The ride on the railroad was a thrilling experience for these jolly holiday parties. It was not uncommon for a brass band to accompany them to make the day more festive. What a change in so short a time, from an Indian reservation to a picnic ground. Only the occasional finding of an Indian

relic reminded the merrymakers of the earlier day. Belmont became popularly known as a famous picnic ground.

A number of interesting structures of the early days still stand on the old County Road adding to the rustic charm of Belmont. Today Belmont still retains the quiet, restful environment that attracted these early residents and week-end visitors.

CHOOSE A PROBLEM

1. Prepare a talk about Belmont to give before another class.
2. Write a paragraph about one of the following topics:
   The Cañada Diablo
   The Ralston Home
   Stage Coach Days
   Famous Residents
3. The first railroad was built by the San Jose-San Francisco Railway Company. It was the second railroad in California. What is this road called today?
4. Look in the "Names and Places of Interest" at the end of the book and read about the Vancouver Camp. If you live in Belmont you will be very much interested.

SAN MATEO

As a place of settlement by civilized man, the City of San Mateo is older than any other spot between Mission Dolores in San Francisco and Santa Clara. The route between these missions led through a wilderness occupied by wild Indians and howling beasts. It was a long, wearisome, and dangerous journey. To guard against the occasional hostile attacks of the Indians and to provide a resting place where the weary might stop and get refreshed, the Mission Fathers established a hospice on the banks of San Mateo Creek. This half-way house was a long, low, adobe building where man and beast could find food and shelter. To this hospice came the Indians of the surrounding country for the religious instruction of the Mission Fathers. Here, too, was the habitation of the overseer of the Mission flocks and cattle. The building was divided into two parts, one end for hotel purposes and the other for stabling the animals. Made of sun-dried adobe bricks with a roof of Mission tiles, the little structure stood for many years a monument to the bold and adventurous spirit of

the Franciscan Friars. It was the desire of the owner of the rancho to preserve the building, but the earthquake of 1868 wrecked its walls beyond repair, and a few months later the ruins were removed. Years afterwards some of the same handmade tiles were placed on the roof of the present Southern Pacific station in Burlingame.

We do not know exactly when John Cooper left Mission Dolores in San Francisco to take charge of the rancheria at the Mission Hospice on San Mateo Creek. His first home was a mere hut made by piling brush around an oak tree. In this he lived until his adobe dwelling on the old Indian reservation was completed. In the shade of tall trees within a few steps of the San Mateo Creek, his adobe home was built where the Central School stands today. How bewildered John Cooper would be if he could return and find 300 boys and girls attending school on his old homesite. He would look in vain for the noisy creek that rushed by his door and find only a few of the tall trees under which he worked and rested so many years ago.

Before the gold rush days a San Francisco mer-

chant, Mr. William Davis Merrie Howard, carried on an extensive hide and tallow business with the padres of Santa Clara and furnished provisions for the residents of Mission Dolores. The amounts owed him grew into a large sum of money and the Mission Fathers were greatly concerned. On his journey between San Francisco and Santa Clara, Howard had often stopped at the hospice on San Mateo Creek and had grown to love the spot. When the Fathers found it difficult to pay their debt he suggested that they give him the rancho. Considered a good trade by them, and being eager to get out of debt, they appealed to Governor Pico that the grant be made. In payment for provisions supplied the friars, the San Mateo Rancho, one of the richest sections of the whole western world, was granted to Howard who had come to California as a cabin boy in the early 40's.

Bringing a house in sections all the way around the Horn in 1850, Howard made his home at "El Cerrito," the site of the St. Cyr Estate today. He had his "El Cerrito" grounds beautifully landscaped and he planted trees for windbreaks over much of

his property. Many of the trees which he planted are still towering to the skies, adding to the beauty of this vicinity, living monuments to William Davis Merrie Howard. The greater portion of the land of the present cities of San Mateo, Hillsborough, and Burlingame was a part of the San Mateo Rancho. Years afterwards the old Howard home, that had been carried by sailing vessel from the East Coast, became the first school house of Hillsborough and their first town hall. Only a short time ago this old home was destroyed.

San Mateo's first tavern keeper was Nicholas Dupeyster who built an adobe building on the Howard property in 1850. This old adobe served as a public house for travelers on the "King's Great Highway." Two years later Dupeyster formed a partnership with David S. Cook and the two enlarged the tavern by adding to it a frame building that had been brought around Cape Horn in nine different sailing vessels ready to be put together. Landing at the Embarcadero on San Mateo Creek, not far from the present site of the Lawrence School, the lumber was hurried to the adobe tavern

and the much enlarged roadside hotel soon became the principal stopping place between San Francisco and San Jose. In a few years Cook bought out his partner's interest and became the sole proprietor. Later the property passed into the hands of "Tony" Oakes, remembered by old timers, who in turn sold to Captain Taylor. A part of the old tavern that had sheltered so many weary travelers in the earlier days became the Taylor residence. The old building was destroyed by fire, but Taylor built a new home and lived in it with his family for many years. The Taylor residence standing on the same site serves today as the Nurses' Home of Mills Memorial Hospital. On this same property stood the old stage coach barn with its hand-hewn timbers built for Cook by the pioneer carpenter, David Haver. Haver's own old homesite is occupied by the Woolworth Building today.

We are told that 85 years ago not a fence was standing between San Mateo Creek and San Francisco, and travelers were constantly in danger of attacks from the Spanish cattle. A little old lady, who is still living in San Mateo County, can re-

member these days. It is interesting to hear her relate stories of the Indians. She speaks of the Indian reservation by the side of San Mateo Creek and she tells that as a child she visited the reservation many, many times and saw the Indians living in their crude adobe huts. She tells us, "There were nothing but Indians there and my mother used to be frightened almost to death when they came around our house. While these Indians were perfectly harmless, they were terrible beggars and they used to come down to the house, walk right in the door, and sit on the floor, the women with their papooses on their backs, begging for food and drink." Every few days the Indians returned for more. As soon as the father of the family left for his work as landscape gardener on the Howard property, these Indians as though controlled by a telegraph system, appeared like magic from the trees and bushes, frightening the mother and her tiny children. The Indians did them no harm. They wanted good things to eat and drink.

It is not difficult to guess why the pioneer places of business were established near the county

road or El Camino Real. Seventy-eight years ago Heinrich Husing became engaged in the first merchandising business. The old Husing store stood on the site now occupied by the patio of Oak Tree Gardens, and at the rear of the present Benjamin Franklin Hotel, Heinrich Husing built his home. About the same time a blacksmith shop was established, taking the means of livelihood away from the old Indian, who at his hut on a nearby hill, made spurs and bridle bits for any horseman who happened along the way.

A few years prior to the establishment of the Husing store one of San Francisco's first merchants, Frederick Macondray, acquired a large tract of land on the south side of San Mateo Creek and came here to make his home. Soon "Baywood," named for the tall trees that grew there, became the beautiful country home of John Parrott, San Francisco banker and capitalist, and formerly United States Consul to Mexico. In 1927 the Parrott Estate sold the home and spacious grounds of "Baywood," and today that old estate is one of the finest home locations in San Mateo County.

In 1863 the much-discussed railroad was completed. What excitement and joy this second railroad in California must have brought to the little village. All were on hand to watch the fascinating spectacle as the first train passed over the tracks and to inspect the new railroad depot of which they were justly proud.

All agreed that plans must be made for the future and C. B. Polhemus was hired to lay out the town of San Mateo. It covered only fifty acres of land extending from 5th Avenue on the south to San Mateo Creek on the north, and lying between what is now South Ellsworth and E. Street on the west and east. All the original town was a part of the Rancho de las Pulgas, but in a short time a few small houses were constructed along the north side of the creek.

Walker's Hotel, built just prior to the completion of the railroad, became an important place in the little town. The old building was burned down in 1883 when the whole block was destroyed by fire. The entire town turned out to fight the flames and bucket brigades worked with a will, but

without an organized department the fire was soon beyond control and the entire block was swept clean by the flames. The Bank of America Building stands today on the site of this old hostelry.

Another hotel of the early days was the Railroad House, owned by Honorable James D. Byrnes, prominent in county affairs of the long ago. The Union Hotel, still standing on 3rd Avenue, was built to take its place. Residents of San Mateo today will be interested in knowing that the bricks used in the construction of this building were made by prisoners at San Quentin Penitentiary. They were shipped here for that purpose and were brought in at the Hayward landing at the foot of present day 9th Avenue. Four tall gum trees now stand where the old landing used to be on Hayward Slough as it swung in from San Francisco Bay.

Sixty-nine years ago the four Levy brothers came over from the coast side to open a store in San Mateo. For almost three score years and ten this firm has played a vital part in the growth of San Mateo.

Clearly recalled by the old timers is the old

"China Wash House," or laundry, a busy place in the early days at the site now occupied by the modern store of Loewe Zwierlein.

The San Mateo, Pescadero, and Santa Cruz Stage Company made daily trips from San Mateo to Pescadero and carried passengers and mail three times a week to Santa Cruz. The stage stopped at stations now covered by the waters of the Spring Valley Lakes, crossed the mountains to Spanishtown, or Half Moon Bay, and ran on down the coast, making stops at many places along the route. The American Express Building stands today on the site of the old stage depot.

Owing to the attractiveness of the vicinity with its native oaks, fertile soil and splendid climate, men of fortune settled here and built their palatial homes. Large tracts of land were purchased and, being completely surrounded by extensive holdings, the town for many years had no opportunity to expand.

Beginning at San Mateo Creek and stretching to the north lay the Howard grant, the great San Mateo Rancho. To the west were "Baywood," the

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beautiful estate of John Parrott, and the old Taylor Homestead, extending along the east side of El Camino Real from the Nurses' Home of Mills Memorial Hospital to what is now Third Avenue. To the south lay the Kohl property, the present San Mateo City Park, and the great ranch of Alvinza Hayward, a millionaire by California's gold.

Opportunity for growth came less than 50 years ago when a portion of the San Mateo Rancho, lying between the creek and Poplar Avenue and extending east from El Camino Real, was offered for sale. This land, known as the Western Addition, was the first part of the Howard property to be placed on the market.

The palatial Hayward Estate was the home of famous racehorses and a celebrated stable, only recently torn down. Elk, deer, and other wild life roamed the spacious ranch at peace. Hayward's race track was the finest in the state. After the great landowner's death, little more than a quarter of a century ago, his holdings were subdivided. The old residence, greatly enlarged, situated at the foot of Hayward Avenue inside the entrance of that

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residential tract that has come to be known as Glazenwood, became the fashionable Peninsula Hotel. This hotel was the scene of many prominent social gatherings until it was destroyed by fire about 15 years ago. The residential districts of Hayward Park, Glazenwood, and East San Mateo today occupy the holdings of Alvinza Hayward.

Most of San Mateo's growth has come within the past 30 years with the subdivision of various portions of the old Howard and de las Pulgas ranchos. Not long ago the Clark Ranch, adjoining "Baywood" became a part of this growing city. "El Palomar," the old Clark home, is now St. Matthew's School and the name of "Aragon" was given to that section of the ranch that has become the location of many homes. Today, San Mateo covers a large acreage including all the estates that surrounded the little village of the earlier days.

PROBLEMS

1. Choose one of the following topics for a report to present to another class:

   Mission Hospice on San Mateo Creek
   William Davis Merrie Howard

2. Be prepared to tell about some of the early business establishments in San Mateo.
3. Tell about the great fire of '83.
4. Be prepared to report to your class concerning the history of some residential section of San Mateo.
5. Read about the following in "Names and Places of Interest" at the end of the book.

Carey's Resort	Clark's Station
Byrne's Store	Crystal Springs
San Feliz Station	Sawyer's Camp

THE SAN MATEO CREEK

On the banks of San Mateo Creek dwelt the Indians of the long ago. Here the footsore padres built their adobe hospice, a place for food and rest on their journeys between the missions. John Cooper, the first white settler, built his humble home by the side of the same stream. This indeed was a favorite homesite.

As the little village grew, the cool waters of the creek, shaded by tall baywood trees, became the old swimming hole, fondly called the "Nettie Wan." The mention of the name today brings pleasant memories to the minds of some of the "grown-up boys" who gathered there so many years ago. The reason for the name is one of their favorite tales. The fellows often went to the old swimming hole to fish. One of the lads who frequented the spot with his hook and line could not talk very plainly and each time he felt a bite he proudly made it known by calling out "Netter one." This expression greatly amused the other boys who came to speak affectionately of the old swimming hole as the "Nettie Wan."

Plate No. 8

CRYSTAL SPRINGS DAM

Built 1887-1890 to keep the water from flowing down San Mateo Creek. The Skyline Boulevard passes over this dam.

Old timers tell us that in the early days the Chinese shrimp fishermen came up the creek about once a month to fill their casks with water. Here they washed their nets and spread them out to dry. Then they would return to the shrimp camps ready to begin their work anew. The toll office of the San Mateo-Hayward bridge stands on one of the old shrimp camps today and the Winchester Tract covers the other. In these early days salmon and trout were plentiful in San Mateo Creek.

The building of the great Crystal Springs Dam caused many changes. The flow of water stopped and the "Nettie Wan" ceased to be. The Chinese fishermen had made their last journey up the creek.

PROBLEMS

1. Find out something about the size of the Crystal Springs Dam. What effect did the dam have on San Mateo Creek?
2. Do you think the boys of the early days had as much fun as they do today? How about the girls?

LAUREL HALL

Seminary Lane, running from El Camino Real along the south side of the present San Mateo Polo Field, leads one to the old site of "Laurel Hall," a well known private school for "young ladies and little girls" that had its beginning in 1864, just 73 years ago. The principal and owner of the school, Mrs. L. A. Buckmaster-Manson, came to San Francisco in the 50's and taught in several places in California before deciding upon a suitable location. She purchased from David S. Cook, the roadside tavernkeeper, 27 acres of land at $100 per acre. The land was well wooded with live oaks and California laurels, and the fine new building was appropriately called "Laurel Hall." The institution became the most fashionable girls' boarding school in the entire bay area. After operating for almost 20 years the property was acquired by the Episcopal Bishop of San Francisco and "Laurel Hall" closed its doors. The institution became the "Armitage Orphanage," a home for orphan boys, which flourished until 1912 when the property became a part of the Borel Estate.

Boys and girls who live in San Mateo will be interested in learning that the first public school was located on the northerly side of Cemetery Lane, facing El Camino Real. The land was a part of "Baywood" and was donated for school purposes by John Parrott. To this one-room schoolhouse the boys and girls of the village trudged the County Road through the knee-deep dust of the summertime and the mud and mire of the winter's storms. Often they were terribly frightened by the long-horned cattle or droves of sheep. At times it was hardly safe for a child to travel on the road alone. One of the pupils of this little old schoolhouse is teaching in San Mateo County today. The school served, too, as the village church to which one of the padres of Santa Clara rode on a white mule every Sunday to say mass. This first school building is still standing. It has been moved from its original site and it is now the home of Japanese families on the west side of Claremont between First and Second Avenues.

Another private school of importance in the early days was "St. Matthew's Hall," opened in the

middle 60's by Reverend Alfred Lee Brewer, rector of St. Matthew's Episcopal Church. In 1892 this academy was moved to the Brewer Tract in present day Hillsborough where it became one of the best known institutions in California. The old school building adjoining the church became "St. Margaret's School" for girls. In 1903 this same structure became the San Mateo High School. Enlarged enrollment forced abandonment of these quarters and a new school was erected on the same site. This building now houses the San Mateo Junior College which began in 1923 in the old Kohl home, situated in the lovely San Mateo Park acquired by the city the previous year.

"Laurel Hall," a school for "young ladies and little girls," and "St. Matthew's," a military academy for boys, are but memories of the old residents of San Mateo. Other institutions have come to take their places.

SAN BRUNO

With the coming of the white man into this region, that had for centuries been the home and hunting grounds of wild Indians, a few scattered families settled in what is now the city of San Bruno. You will recall that this city is located on a portion of the great Buri Buri Rancho, which was granted to Don Jose Antonio Sanchez, a veteran of 20 Indian campaigns. San Bruno is one of the very oldest settlements in San Mateo County.

Here a group of Mexican soldiers held as their prisoners several prominent Americans during those troublesome times just prior to American rule in California. Little did these soldiers realize that among their prisoners was a man who would one day become the Governor of the State. This young man was Lieutenant Washington A. Bartlett.

In 1849, the year that gold was discovered in California, the old-time roadside tavern on El Camino Real, originally called "Thorp's Place," was opened for business. About 68 years ago, after operating a few years under the name of "Star and Garter," it fell into the hands of a colored gentle-

man and since that time it has been called "Uncle Tom's Cabin." Often spoken of, too, as "The Fourteen Mile House" because of its distance from San Francisco, it is truly one of the landmarks of the peninsula. To the San Franicsco sportsman, with a fine team of horses, this was an ideal location for an evening's entertainment. So popular became this spot that other roadhouses were built nearby.

In the early days San Bruno became the setting for the colorful rodeo and the gathering place for the Spanish-American people who lived for miles around. Twice daily the stage coaches brought friends and news from the north and south.

Besides being connected with San Francisco by El Camino Real there was the old toll road leading from the metropolis, by way of the bay shore, and meeting the main highway at this village. Would it not seem strange to you to have to pay to pass over this road today? Toll roads were built by private individuals who kept them in repair and charged toll for all who passed over them. In the early days there were three such roads in San Mateo County. No doubt, the toll road leading

from San Francisco and meeting the main highway at San Bruno was more traveled than the others.

Three quarters of a century ago the San Bruno House was built. This hotel, situated on the toll road, became well known as a stopping place for travelers and cattlemen who drove their sheep and cattle to the San Francisco markets. Just opposite the old hotel were the rifle range and grounds where pigeons were shot from the trap. Both of these locations were well known to marksmen of the entire bay section. To these grounds on Sundays and holidays came hundreds of sportsmen to try their luck and to improve their marksmenship.

During the 80's some wealthy San Francisco capitalists selected San Bruno as an ideal place for horse-racing. At the Tanforan Track, named for the family who formerly owned the property, the finest and fastest race-horses in the world drew men and women from all corners of the earth to witness this favorite sport. When betting became illegal in California the doors of Tanforan closed. Today the racing law makes Tanforan a popular place again.

Before the great earthquake of 1906, San Bruno and South San Francisco were one large school district. Many people, whose homes were burned in the San Francisco fire, came down the peninsula to live in San Bruno. They wanted a school nearby for their children so the land was divided and San Bruno Park became a separate school district. Thirty years ago a little red school-house opened its doors to the boys and girls of the town. It stood on property donated for the purpose on El Camino Real. This building is used today as the San Bruno City Hall.

To the town of San Bruno, just 24 years ago, came tens of thousands of eager visitors to see a daring little Frenchman fly. In the enclosure at Tanforan Race Track, Jean Poulhan, the first man to fly in California, gave exhibition flights. Can you imagine the great excitement that swept over the grandstand as the little airship glided from the ground and ascended several hundred feet into the air? The two or three minutes of flight seemed an eternity to those who gasped in wonder at the marvel of the age. Today, almost within a stone's

throw of the scene of these first flights, stands the great San Francisco Airport at Mills Field.

How great has been our progress since these happenings!

STUDY HELPS

1. Prepare a report on one of the following topics:
   History of Uncle Tom's Cabin
   The Toll Roads of San Mateo County
   The Earthquake of 1906
   The First Airplane Flights
2. Make a list of all Spanish names in San Mateo County.
3. Make a graph showing the growth of San Bruno during a definite period.

SPANISHTOWN

In the early days of San Mateo County, Half Moon Bay was called Spanishtown. The rich agricultural land attracted the Spanish and Mexican settlers who chose this spot for their homes. This little village, more than any other in San Mateo County, kept alive for years the customs of Old Spain. Here were to be found the quaint adobe homes of the early settlers. It was properly named Spanishtown.

The first house in the little settlement was built by Tiburcio Valquez in 1848, one year before gold was discovered in California. The Valquez and Miramontes families were the first landowners. They were soon joined by other Spanish Californians who nestled close together with the coming of the Americans. Although the Spanish days have passed long ago, some of the descendants of these first settlers still make their homes in this region where herds of cattle and bands of horses once roamed at will and where the rodeos and gala celebrations brought the festive caballeros from far and near. The little old cemetery dating from 1850

Plate No. 9

COAST SIDE ARTICHOKE FIELDS

Artichokes from the coast side are shipped
to all parts of the United States.

bears the tombstones that mark the graves of these early pioneers.

No doubt the first American to settle here was James Peace. You will recall him as the adventurous and roving sailor who stole away from his ship anchored in San Francisco Bay, to seek his fortune in this new land. He became acquainted with all the early residents of the entire bay area. Closely following Peace came another American, George F. Wyman. Deserting a whaling vessel in Monterey Bay, he journeyed on foot up the coast until he came to Spanishtown where he decided to make his home.

In the very early times, the crescent shaped bay on which Spanishtown was situated, was the port of entry for the various governments controlling this country. Under American occupation a regular United States Customs House was established with a customs official in charge.

During these early days wild animals roamed about and bears were often killed in the surrounding canyons.

One of the early American families, the John-

JOHN D. DALY
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stons, brought the first eastern or domesticated cattle to the Half Moon Bay country. Other settlers brought in herds of eastern cattle, too, and this region very early became a dairy section.

The first store of Spanishtown was built about 80 years ago and Charles Kelley became the first business man of the community. Soon a harness maker and a village blacksmith had shops in the little settlement. Another merchandise store and a grist mill were started. If you live in Half Moon Bay, perhaps you will learn of other early businesses of this town.

The leading shipping point, or embarcadero, as the Spanish called it, was Amesport situated about a mile from the town. A long wharf was built out into the water and the grain and produce of the settlement were hauled to ships at anchor. South of the little town near Tunitas Beach was Gordon's chute. Grain and other produce were chuted from the high cliff to the holds of sailing vessels anchored in deep waters off the shore. The early residents of Half Moon Bay helped feed the early settlers of San Francisco.

It was more than 70 years ago when Rufus Hatch sold his hog ranch in San Francisco and purchased 320 acres of land three miles south of Half Moon Bay, to engage in stock raising and farming. He became interested in the lumber and shingle business and the name of Hatch is still actively associated with that industry on the coast side.

During the 60's, potatoes became the chief farm crop, causing an influx of Portuguese to cultivate them. The descendents of these Portuguese settlers form a large part of the population of the coast side today. For many years, their gay and colorful Chamarita has attracted thousands of visitors. Held in June of each year, the Chamarita had its beginning in Portugal hundreds of years ago, when Queen Isabella herself led a procession through the streets of Lisbon in spirit of thanksgiving that her people of the Azores Islands had been saved from famine after being stricken with a series of great earthquakes and storms.

At an early date a toll road wound its way over the mountains to the flourishing settlement on the

other side. The turnpike led up the San Andreas Valley passed Byrnes store and traversed the mountain range, long before the Spring Valley Lakes were formed. Entering the little settlement by the toll road, one crossed Pilarcitos Creek on San Mateo County's finest wagon road bridge.

Spanishtown was a very influential section politically. At every election the returns from the coast were eagerly awaited because of the feeling expressed in the oft-repeated words, "As goes Spanishtown, so goes the county."

In the Purisima Canyon, not far from Half Moon Bay, the first lumber mill was built in the midst of redwood. This mill furnished the lumber for the coast side. Here, too, at Purisima was the first schoolhouse, built of lumber hand-sawed by the early pioneers. It stood on the same location as the Purisima School today and across the road there is still the little old cemetery where these early residents found their resting places. Almost 80 years have passed since Major McCoy gave both of these sites to the pioneers of Purisima, Lobitos, and Irish Ridge who had bought their lands from

him. To each buyer, McCoy gave a few acres of redwood trees so the farmer could have all the timber he needed for his farm.

Spanishtown's first school was built in 1858 on what is still known as Johnston's Lane. Here the children of the village and a few Indians attended school.

Today, Half Moon Bay is the center of a large artichoke growing section. This vegetable is shipped from San Francisco to all parts of the United States. Can you tell how the artichokes are made ready for shipment? Many other kinds of vegetables are shipped from this region, too. Sometimes we speak of the coast of San Mateo County as the vegetable market of San Francisco. Can you explain why? It will be an interesting sight for you to see a large field of artichokes. If you have not seen them growing, ask your parents to take you to Half Moon Bay so that you can get a glimpse of the artichoke market of the United States.

The present business interests of Half Moon Bay are those usually found in towns of its size. See if you can name some of them.

SOMETHING TO DO

1. Find Half Moon Bay on the map. Notice the shape of the bay. Ask your teacher to draw the shape on the blackboard. If you live on the coast be sure to take a good look at the bay. Make a representation of the town in the sand box.
2. Make a map of the town, showing the location of some of the places of interest today. Show where the first house was situated.

MENLO PARK

Away back in the early 50's, two gentlemen from Ireland purchased 1700 acres of the southern portion of the great las Pulgas Rancho. As a fitting name for the newly acquired acres, they chose Menlo Park, because of fond memories they held for a place by that name in their beloved homeland.

Prior to the passing of the first train over the tracks of the new railroad, there was only the beginning of a settlement in Menlo Park. That event gave birth to a village that slowly grew into a small town of rare charm with its beautiful spreading oak trees.

So that the streets of the village might be improved, Menlo Park was incorporated in 1874, the second town to be established in San Mateo County. The rustic charm of Menlo, in its delightful setting amid beautiful towering oaks, attracted the wealthy as well as those with moderate incomes. For many years the old gateway to Menlo Park stood upon the highway about 100 yards south of Santa Cruz Avenue.

Here among the oak trees the Honorable Charles N. Felton, friend and pal of William C. Ralston, built his palatial residence where prominent personages of this country and even crowned heads of Europe were entertained. Like his friend, Felton was a splendid host and lavish in his expenditures to entertain his guests. Among the visitors at the Felton home in these early days were King Edward of England, then the Prince of Wales, and Benjamin Harrison, President of the United States. On each of these occasions a special train conveyed the distinguished guest to Menlo Park. Felton had a long political career in California, serving as a member of the State Legislature and as a United States Congressman. During his declining years, Senator Felton walked in his spacious garden, the spot he loved so well, and conversed with old friends of bygone days on the wide veranda of his palatial home. This scene of so many festive gatherings is no more. "Felton Gables" is the name of the tract that has come to take its place.

Menlo Park, too, became the home of James Flood, the Bonanza King, who amassed a tremen-

Plate No. 10

"LINDEN TOWERS"

The Flood Mansion, at Menlo Park, a remnant of the "golden age" of San Mateo County, was recently demolished and the large estate has been divided into suburban homesites.

dous fortune from the Comstock Lode. His million dollar home called "Linden Towers," a great white mansion of many gables, was surrounded by acres of green lawns and beautiful trees. When Mr. Flood died he left the spacious estate to his sister, who gave it to the University of California. Because it was not income property, the University was glad to sell the property to James L. Flood, the son of the Bonanza King, who added more acreage to the original holdings of his father. Then he built the well-known brick fence along the frontage of the property facing Middlefield Road today. Recently the many gabled mansion was demolished. Only the gate house, bearing the date of its completion in large gold numerals, remains. Now the Flood estate has been divided into home sites, and "Lindenwood" is on the market for sale.

Just south of "Lindenwood" is St. Patrick's Seminary, at one time the spacious estate of Mr. I. C. Woods, the scene of much merry-making and entertainment in the early 80's. These were the days of elegant carriages drawn by prancing horses in the capable hands of liveried coachmen.

There were other beautiful homes in the vicinity where men of wealth found happiness in the pleasant surroundings of Menlo Park. Here lived Joseph Donohoe, son of pioneer parents, John T. Doyle, one of California's foremost lawyers, Honorable Milton S. Latham, governor of the State and later United States Senator, and Timothy Hopkins, scion of Mark Hopkins of railroad fame. This, indeed, was the "Golden Age of San Mateo County."

For many years, the Menlo Park Hotel, owned by Martin Kuck, was the happy vacation scene of San Francisco residents. By the side of the railroad track, just north of Oak Grove Avenue, this old edifice still stands as a reminder of the early days. Kuck had driven a band of cattle into San Mateo County in the late 50's and settled on a ranch on the coast side. The great activity in the lumber industry led him to open a store in Redwood City several years later. Then he saw another opportunity and became engaged in the hotel business in Menlo Park. A daughter of Martin Kuck is now a teacher in the Menlo Park School Department.

Just across the way from Kuck's hostelry was another hotel called the Oak Grove Villa conducted first by Mr. J. Fletcher and later by John McBain, known as "Honest John," who served for a long time as a San Mateo County Supervisor.

The little Presbyterian Church, built in 1874 and still standing on Santa Cruz Avenue, was for years the place of worship of Senator and Mrs. Leland Stanford.

During the World War a large soldiers' training camp was established at Menlo Park. Camp Fremont extended over an area of a thousand acres and at one time there were 43,000 soldiers encamped there. All lines of military training were conducted. Here, while war raged in Europe, the new recruits were taught how to make the bayonet charge upon the enemy. It was thought that after the close of the war Camp Fremont would become a permanent training station, but in a short time all activity ceased and the camp became only a memory to the residents of Menlo.

Originally Menlo Park included a large part of the present city of Atherton and all of the Ravens-

wood section. While it was the second town to be established in San Mateo County, after the roads were improved there was not enough business for local government, and the town ceased to exist. In 1927 Menlo Park again incorporated as a city.

DO YOU REMEMBER?

1. How Menlo Park received its name?
2. Who were some of the early residents?
3. Who were some of the famous visitors to Menlo Park in the early days?
4. How James Flood made his money?
5. Where "Woodside" was located?
6. Who ran Menlo's first hotel?
7. Who was called "Honest John?"
8. Why Camp Fremont was so important a place?

RAVENSWOOD

Springing into life with the prospect of becoming the western terminus of a Central Pacific Railroad bridge across San Francisco Bay, a thriving business with the erection of piers, warehouses, homes, and a store gave Ravenswood its beginning.

At that time much interest was being directed to the lumber industry of the county, and it seemed evident that some point in this area would become important as a lumber shipping town. With that idea in mind, the Steinberger property was purchased and the town of Ravenswood began. A very costly pier was built out into the deep water, lots were sold, and many homes erected. A store was opened by William Paul to supply the residents with needed merchandise.

Now all was in readiness for the railroad bridge across the bay so that lumber could be shipped by train. What a dream for the new settlement, to become the great lumber port of San Francisco Bay.

Eighty-four years ago, the building of a railroad bridge across even the narrowest part of the bay was a huge undertaking and the millions re-

quired led to the postponement of the project. The business of the newlyborn settlement soon subsided and in a short time it took on the appearance of a deserted village.

A second flurry in Ravenswood business activity occurred 20 years later when a brick manufacturing plant was started. This plant was the largest of its kind in San Mateo County.

In the early 80's, "Woodside," the spacious estate of Mr. I. C. Woods, one of the early settlers of San Mateo County, was the scene of many delightful entertainments and week-end festivities. Traveling down the bay by boat from San Francisco, the happy guests landed at Ravenswood and were driven in spacious carriages to the Woods' mansion where they were lavishly entertained. Woods, a San Francisco banker, was well known for his great hospitality and ability as a host, and his "Woodside" home was one of the show places of California. St. Patrick's Seminary, near Menlo Park, stands today on a portion of the old Woods' property.

The long wharf built in the early days had, by this time, gone to decay because of lack of use,

but Clark's Landing at the mouth of San Francisquito Creek provided a shipping point for the farmers of the section to ship their grain to San Francisco and other bay points.

You have learned that one of the visions of the first settlers of Ravenswood was the building of a railroad bridge across the bay. Years later, a bridge of seven spans with a central drawbridge was completed by the Southern Pacific Company across the southern end of this great bay, thereby lessening the distance between San Francisco and Oakland by a number of miles.

Ravenswood was originally included in the Redwood City School District and the Creek School served the educational needs of the boys and girls. In 1882, the people of the section formed a separate school district of their own. Their school remained a struggling little institution with eight or ten pupils until Charles Weeks secured a large portion of the Ravenswood section, subdivided it into acre and half-acre farms and called the colony "Runnymede," after the historic English meadow where the knights of old wrested from King John that

great charter of freedom, the Magna Charta. Weeks sold his farms and each day lectured to the people about intensive farming and poultry raising. The owners met with only mediocre success, but the growth of the section was certain and a flourishing three-teacher school soon cared for more than the 100 boys and girls in attendance.

The old Creek School could no longer accommodate the growing community, so in 1918 a new building consisting of four classrooms and an assembly was built on a tract of four acres donated by Mr. Weeks. This is a part of the present-day Ravenswood Schoolhouse.

During the World War a remount station was established in the Ravenswood section and thousands of horses and mules were kept there for the use of the infantry, cavalry, and officers at Camp Fremont in Menlo Park. After the close of the war, the Federal Government purchased land just across the Willow Road for the erection of a United States Veterans' Hospital. This great hospital cares for soldiers who served our country in the war. Spanish-type buildings with their red tile

roofs make a splendid appearance in their setting of great oaks and beautiful green lawns.

The greatest accomplishment in the district was the completion of the Dumbarton Bridge ten years ago. This was the first highway bridge across San Francisco Bay.

STUDY PROBLEMS

1. Be prepared to give a talk to another grade about the settlement and growth of Ravenswood.
2. Become familiar with the places of interest so that you can point them out and talk about them. (Example: The one-time estate of I. C. Wood; the mouth of San Francisquito Creek; the two bridges across this end of San Francisco Bay; the Veterans' Hospital, etc.)
3. Give the history of school facilities in this district.
4. Read about Dumbarton Bridge in "Names and Places of Interest" at the end of the book.

THE METHUSELAH OF THE SKYLINE

Near the well known observation point on the Skyline Boulevard stands the Methuselah of the Skyline. This giant redwood stands as a sentinel at the edge of the highway guarding the panorama spread out before it: 20 miles or more of San Francisco Bay, towns and cities of the peninsula from South San Francisco to the Santa Clara Valley, cultivated farmlands, beautifully wooded hills and valleys, and the clear waters of Spring Valley Lakes. Today it stands as it did two thousand years ago. Countless fires have scorched its bark, winds and storms have battered its body, but with head erect, it stands on guard today, the lonely surviving monarch of a great redwood forest, the oldest living thing.

Plate No. 11

THE METHUSELAH OF THE SKYLINE

PESCADERO

Have you ever been to Pescadero? Here, little more than a hundred years ago, a few Digger Indians and native Mexicans battled with the wolves and grizzly bears for possession of the beautiful little valley.

In the early days, no doubt, it was a fishing village because Pescadero is a Spanish word meaning "a fishing place" or "a fish seller." Some people believe that the name was chosen because the streams nearby were filled with fish.

Rancho de San Antonio, or Rancho Pescadero, was granted to a Spanish soldier by the name of Gonzales for military services. He was vastly interested in the picturesque little valley, hidden away among the hills, and made arrangements to build himself a large adobe residence. His sudden death, shortly after his arrival and before the house was started, made his heirs the owners of the rancho.

Among the very earliest settlers in Pescadero were the Moores, who had crossed the plains from Missouri and had settled in Santa Cruz. In 1852 the elder Moore came on horseback by way of trails

through the mountains from Santa Cruz and rented a portion of the valley for his sons to farm. In a short time they bought a large tract of land. The name of Moore, from this very early period to the present time, has been very prominent in the activities of Pescadero. The next to settle here was the Weeks family who acquired large property interests in this very fertile valley. A visitor in Pescadero today will find the name of Weeks actively associated with present-day life of the little town.

At this early time there were no wagon roads and mail was very slow to arrive. It had to be brought by horseback over the mountains from Searsville. Weeks, and sometimes months, passed before the next mail was delivered.

In two or three years other settlers came and the little town had its beginning. A much needed blacksmith shop was started and a merchandise store furnished supplies to the villagers. And what excitement and happiness the first stage to arrive at Pescadero must have brought! In a short time daily stages connected the little town with the County Seat. Mail and passengers were carried by

way of Woodside, Searsville, La Honda, and San Gregorio. An article appearing in an early newspaper stated that "The stage route afforded the tourist a magnificent view of the redwood forests, and, from a point at the summit, a view extending from the Sierra Nevada Mountains to the Farrallone Islands."

Can you imagine how proud these early settlers were when, 76 years ago, the first hotel was started? Three years later the Swanton House was opened and it became a well known San Mateo County resort. It consisted of a main hotel building and a group of attractive cottages surrounded by lovely gardens. The main building burned a few years ago, but if you live in or near Pescadero, you are familiar with the several cottages that remain to mark the spot where this old hotel was located.

For years, Pescadero was a favorite summer resort of California. It was spoken of as the "Spotless Village." The wrecking of the clipper ship "Columbia" caused her cargo of white lead to be tossed upon the shore and for a long time each Pescadero home was covered with a fine coating

of white. It was a delightfully clean little town with an ideal climate. Trout streams made it a paradise for fishermen and the beautiful redwood forests provided inviting camp and picnic grounds. Within a short distance was the very popular Pebble Beach, where, during the summer months, visitors gathered the agates, the carnelians, and other precious Pescadero pebbles. By this time pleasure-seekers and vacationists could reach Pescadero by two stage routes, one from Redwood City by way of La Honda and the other from San Mateo by way of Spanishtown or Half Moon Bay. Either route was a full day's journey, but a vacation in Pescadero was the reward.

"Where there are children there must be a school." So thought Mr. Alexander Moore when, 80 years ago, he built the first schoolhouse on his own property and paid for the teacher's salary for an entire year so that his children and others of the community might begin their education. During the following year a public school was started.

The owners of the ranchos in the early days were grain and cattle raisers. Later the coast side

Plate No. 12

BUTANO FALLS

The Butano Forest was the Indian gathering place for friendly visits.

became noted for its dairying. South of Pescadero the Steele brothers operated one of the largest ranches of the coast side, milking 700 cows. On this ranch, during the Civil War, was produced a cheese weighing 4,000 pounds, the largest ever made in the world. This huge cheese was exhibited in San Francisco and several thousand dollars were raised by charging admission to see it. One of the Steele brothers was a general in the Union Army so the giant cheese was cut and sold for a dollar a pound for the benefit of the Union soldiers.

Manufacturing was begun in Pescadero by the erection of a gristmill and in a short time a sawmill added to the industrial life of the community. From the very early times the merchandise or mercantile business has been of vital importance to the residents of this community. The name of Williamson has been actively associated with this business and community activities in Pescadero for 60 years.

Not far distant from Pescadero is the Butano (Boot-ah-noh) Forest, named by the Indians so long ago. It was their gathering place for friendly visits. The Indians have gone to their Happy

Hunting Grounds, but the Butano still retains the friendliness that the Indian name implies. Nowhere can a more wild or primitive forest growth be found. Here indeed is the "forest primeval" with its giant redwoods, slender madrones, canyon oaks, blooming rhododendrons, huge woodwardias and immense sword ferns. Amid mountain streams and tumbling waterfalls the trees of the Butano stand today as they must have stood when the Indians gathered among them.

Following the road that winds up Pescadero Creek one comes to San Mateo County's beautiful Memorial Park. Here stand the redwood trees, the oldest living things on earth! This park belongs to us, the citizens of San Mateo County.

QUESTIONS TO ANSWER

1. What was Pescadero like one hundred years ago?
2. What was the name of the great rancho on which the town is located?
3. Who were some of the earliest residents? Why did they settle here?
4. Why was Pescadero a favorite vacation spot?
5. How was the first school supported? Tell about it.
6. What does "Butano" mean?

THE PIGEON POINT LIGHTHOUSE

Many years ago the clipper ship "Carrier Pigeon" was wrecked and destroyed on the treacherous rocks five miles south of Pescadero, and a large number of lives were lost. For this ill-fated vessel, Pigeon Point was named.

As years passed, the mad waves of the mighty Pacific beat other vessels against the dangerous rocks and tossed their crews and passengers into the foaming sea. Because of the great danger of this rock-bound coast, with its jagged points reaching out into the sea, the United States Government spent a large sum of money for the construction of the Pigeon Point Lighthouse. Legend has it that the great lens, brought from a lighthouse on the New England Coast, was buried in the sands of the South Atlantic shore to keep it from the Confederate forces during the Civil War. For almost 70 years its twinkling light has given encouragement and warning to thousands of ships many miles from San Mateo County's shore. It became a landmark to seafarers because for a long time it was the only first-class lighthouse on the

California Coast. Have you ever seen the Pigeon Point Lighthouse that has been so faithful all these years?

During Spanish-Mexican days in California, Pigeon Point was known as "Punta Ballena" meaning the "Point of the Whales." Can you guess why such a name was chosen? For years, successful whaling operations were carried on. See if you can explain the purpose of a whaling station and tell what it might be like.

South of Pigeon Point Lighthouse is New Year's Point. It was given the name "Punta del Ano Nuevo," meaning "Point of the New Year," more than 300 years ago by an explorer who voyaged up the coast from Monterey Bay where his party spent the Christmas holidays. This point was the first land sighted in the new year. A short distance off the coast is New Year's Island well known for its interesting cave formation.

Even today along the beach of the Ano Nuevo Rancho may be found remnants of arrow and spear heads because this was the favorite hunting and fishing grounds of Indians who lived here long ago.

Plate No. 13

PIGEON POINT LIGHTHOUSE

For almost seventy years its twinkling light has given encouragement and warning to thousands of ships many miles from San Mateo County's shore.

Ask your parents to drive down the coast side of San Mateo County so that you can see Pigeon Point with its guardian of the ships at sea. On your return home you may choose to follow a part of the same route that Portola and his soldiers traveled in their march up the Coast that resulted in the discovery of San Francisco Bay.

PROBLEMS

1. Be prepared to tell the class why a lighthouse is important. Find out the location of other lighthouses along the coast of California.
2. Make a drawing of a lighthouse.
3. Tell how to get to Pigeon Point from Redwood City. What towns would one pass through? Trace the route from San Francisco.

COLMA AND DALY CITY

Colma is one of the oldest communities of San Mateo County. The location was ideal for farming, the soil was excellent, and rapidly growing San Francisco provided an increasing market. Truck farmers early recognized the advantages of living so close to a large city.

One of the first school buildings of the county was situated at Colma about 81 years ago. So imposing was the structure, as compared with other buildings in the district, that when the railroad was built through the settlement, it was called School House Station. It kept this name many years.

One of the early settlers of Colma was Honorable R. S. Thornton, who owned much property in northern San Mateo County. Mr. Thornton took an active part in the affairs of this section. He lived to be over 90 years of age and often took delight in telling of stirring events in the early history of the county. Because of his active interest in providing educational opportunities for the children of his community, one of the schools of the district is today known as the R. S. Thornton School.

At one time Daly City was known as the Sand Hill Section of San Mateo County. In San Francisco's early days the old Union Coursing Park, situated in the Sand Hill Section, was the scene of horse racing and other forms of entertainment for the residents of the big city. Shortly after the earthquake of 1906 the course was closed and vegetable gardens took its place. The Jefferson Union High School is now located on the site of this famous old race track.

Here, too, in the early days was the prize-fighting center of California. On Sickles Avenue, just fifty feet from the dividing line between San Mateo County and San Francisco, the old time boxing matches were held. When the State of California passed a law regulating boxing, the nationally known arena was closed and the boxing enterprise was moved to Tia Juana, Mexico.

Daly City became a mecca for refugees after the great earthquake and fire in San Francisco. Hundreds of families, carrying what they had left of their worldly possessions, helped establish the refugee camp. Shacks were hastily thrown up over

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the hillsides, mere shelter for those who had lost so much. They bravely struggled to make these shacks their homes. A store and other community activities soon started. As time passed, the crude dwellings were replaced by permanent homes, forming a new city. It was named for John Daly, the owner of a large dairy ranch just outside the city of San Francisco, where Daly City stands today.

Lawndale is often spoken of as the "City of the Dead" because the cemeteries are located there. The sloping hills of Lawndale on both sides of El Camino Real are the resting places of San Francisco's and San Mateo County's dead. Several of these cemeteries are the most beautiful in the United States.

Those who live in other parts of San Mateo County generally speak of this section as "The North End." This includes the city that has grown from one of the earliest settlements of the county, the city that had its beginning after the great earthquake of San Francisco, and Lawndale, inhabited by the dead, but kept so beautifully that it has become a real inspiration to the living.

SEATWORK

1. For what excitement did early San Francisco residents come to this section?
2. Why was this northern part of San Mateo County called the Sand Hill section? Where did Daly City get its present name?
3. What was the first name applied to Colma? Explain this.
4. When we speak of "The North End," what do we generally include?
5. Find out some facts about the great earthquake and fire of 1906. Be prepared to report to the class.

A FAMOUS DUEL

A marker of the California Historical Association designates the spot of a famous duel in San Mateo County. Near the shores of beautiful Lake Merced, a few steps from the San Francisco County line, two giants of California's early day politics, United States Senator David C. Broderick and Judge David S. Terry, faced each other in a duel. This was indeed the field of honor.

At the first exchange of shots Broderick fell mortally wounded. The bullet from Terry's pistol caused the death of his political enemy.

This duel in 1859 destroyed forever the "code duello" on the Pacific Coast.

STUDY PROBLEMS

1. Find out what "code duello" means.
2. What was the effect of this duel in California? Why?
3. Locate Lake Merced and tell how to find the spot of this famous duel.

THE SANCHEZ ADOBE

During the days that California was ruled by Mexico, Don Francisco Sanchez became the owner of Rancho San Pedro. If you look on the map, you will find the location of this land grant. The Sanchez family was well paid for services to the Mexican government. Had not Don Francisco's father, Don Jose Antonio Sanchez, become the owner of the Buri Buri a few years prior? Both Sanchez had served the Mexican cause, the father as a great Indian fighter, the son as Commandant of the San Francisco Presidio.

The cordial hospitality of Don Francisco Sanchez's adobe brought many visitors to the Rancho San Pedro. For years this was the home of his family and here a savory supper and a good bed were ready for each weary traveler. Here many a tired or injured horse was refreshed or replaced so that the master might continue his journey. Governors, generals, soldiers, and travelers were royally entertained and feasted at the Sanchez home.

The exact date of the original construction of the historic old adobe is not known. Almost 20

years before the rancho became the property of Sanchez, the ruins of the ranch home had been reconstructed with materials washed ashore from the wreck of a Spanish vessel. The ill wind that wrecked the ship provided better shelter for Rancho San Pedro.

A short distance south of the little town of Rockaway Beach, on the coast side, the historic Sanchez Adobe is still standing as it stood in the days before California became a part of the United States. Under Mexican, Spanish, and American flags the spirit of the old adobe remained the same. Today it is one of the historic spots of San Mateo County. Its hospitality will be extended to you when you visit there.

THINGS TO DO

1. Make a list of places of historical interest in San Mateo County and be prepared to tell the class how to get to them.
2. Pretend that you are a member of the Sanchez household and write a letter to a friend or relative telling of some interesting event.
3. Be prepared to tell another group of the service of the Sanchez family to the Mexican government.

Adobe House

Plate No. 14

THE OLD SANCHEZ ADOBE

This is truly one of the historic spots of San Mateo County. The old adobe of the Rancho San Pedro is still standing.

HISTORIC SAN CARLOS

Don Jose Dario Arguello, for many years Commandant of the Presidio of San Francisco and a Spanish governor of California, was promised a large grant of land in this part of New Spain for his splendid services to the Crown. Don Jose looked about him. Other governors had received like awards. He was determined that the very best should be his. Was not the area around the great bay where his cattle grazed as fine as any? He chose the land bordering the Bay of San Francisco, lying between San Mateo and San Francisquito Creeks and extending back to the mountains on the west.

The grant became known as the Rancho de las Pulgas or "Ranch of the Fleas." It included a part of the present city of San Mateo and extended south to where Palo Alto now stands. On this rancho Don Jose built a home, on a site in San Carlos where Cedar Street and Magnolia Avenue meet today.

That portion of the grant upon which San Carlos stands was purchased from young Luis, the son of Don Jose, by Timothy G. Phelps, one of the

JOHN D. DALY
LIBRARY

most important men in our history. It was Senator Phelps who introduced a bill into the California State Legislature that provided for the proper organization of the government of San Mateo County. No more generous or finer citizen has ever lived than he. His guiding hand aided most of the important affairs of the early days. Without compensation he furnished the rock for the first improvement of the streets of Redwood City and to better conditions along El Camino Real. Phelps' ability as a speaker and entertainer was well known. His home, formerly the residence of Don Jose Arguello, was the scene of many festive gatherings in the early days, a place where men of affairs talked over the needs and the future of San Mateo County. Years later he built another home on what is now called the old County Road, one block north of the Southern Pacific Station. This three-story white structure, surrounded by beautiful trees, is well known. At the present time some of these trees are being removed and taken to the grounds of the exposition that will celebrate the completion of the bridges across San Francisco Bay.

JOHN D. DALY LIBRARY

For years there were only three homes in this vicinity, those of Honorable Timothy G. Phelps, William W. Hull, and John Britton. William Hull came to San Francisco in 1850 and, working at his trade, made the bricks that were used in the construction of the original San Quentin Prison, the San Francisco Post Office, and old Fort Mason on the bay. In a few years he opened his brick yard at San Carlos, furnishing the bricks for some of the first buildings in Redwood City. The old Hull home, still standing and now the residence of a son and daughter, was constructed of bricks that were made and burned on the premises. After a few years Hull bought some cows and went into the dairy business, establishing the first milk route in Redwood City. The Hull Ranch in San Carlos is one of the true landmarks of the early days. To this home came many pioneers as visitors because of the hospitality of the owners.

The Britton family owned thousands of acres of land on the peninsula and in other parts of California. The old Britton home is included in what is known today as the White Oaks Tract. Almost

hidden from view by the high green hedge and tall old trees, it stands in the midst of a fine new section of San Carlos homes.

Through a business deal with Timothy Phelps, several officials of the Southern Pacific Railroad Company became the owners of a large tract of land. In the early 90's the town of San Carlos was laid out and elaborate plans were made for its future. Anticipating very rapid growth, the finest depot between San Francisco and San Jose was built. It still stands as an inspiring entrance to the city, a brownstone building with a slate roof. One of the new town's first settlers was Captain N. T. Smith, for many years a railroad official.

The slow growth of San Carlos was disappointing to the owners. Because of the lack of a good water supply, few people came here to make their homes. Only when the Spring Valley Water Company erected a large pumping station in the community was the water problem solved.

In the early days, we are told, boats often lay at anchor in the bay opposite San Carlos. A small vessel made daily trips between San Francisco and

Alviso and boats of all kinds sailed the waters. Some stopped at O'Neill's Landing at Belmont and others came up Phelps' Slough for their cargo or to bring supplies. What a contrast is our view of the bay as compared with that of the long ago!

Old timers tell us that large sturgeon made fishing in the creek great sport and that fine clams were plentiful in the sand along the shore.

Originally San Carlos was included in the Belmont School District. Eager to have a school of their own they withdrew from Belmont in 1911 and joined with "West Union," whose schoolhouse four miles away in the Cañada, property now covered by the Spring Valley Lakes, was closed. Formerly the home of many boys and girls, children of the county's pioneer lumbermen and farmers, "West Union" at this time had not enough pupils to keep their school open. They eagerly accepted the invitation to enlarge their district. The location of the school was moved to San Carlos, but "West Union" continued for several years to be the name of the school district. This first schoolhouse is still standing at the northwest corner of Elm Street

and San Carlos Avenue. After a term or two, to make room for increased enrollment, a two-classroom building with an auditorium was built. This building is today the San Carlos City Hall.

San Carlos was named for the first boat to enter San Francisco Bay. Because the King of Spain was much interested in the land that Portola, Anza, and other soldiers had described in such glowing terms, Juan Manuel de Ayala was ordered by His Majesty to make a thorough survey of San Francisco Bay. On August 5, 1775, this brave Captain sailed the good ship "San Carlos" successfully through the Golden Gate. This was the first ship to enter the most important harbor in the western world. No name could be more fitting for a city near the Golden Gate than this.

SUBJECTS FOR REPORTS

1. Choose one of the following subjects for a report:
   Don Jose Dario Arguello
   Timothy H. Phelps
   The Hull Family
2. Find the location of the Hull, Phelps, Britton, and Arguello homes and be prepared to tell the location to the members of your class.
3. Tell the history of the San Carlos School District.

THE FIRST NEWSPAPER

Journalism had its beginning in San Mateo County 78 years ago when the San Mateo County Gazette published its first newspaper at Redwood City. The owner and editor was William Godfrey and residents throughout the county awaited as eagerly for each Saturday's issue as we await the arrival of our newspapers today.

An old copy of the Gazette gave an interesting account of the election of Abraham Lincoln to the Presidency of the United States. It carried the startling announcement that the Pony Express had brought the news in seven days, the shortest time that it had ever taken to carry a message across the country. We smile as we contrast modern means of communication with those of this earlier day.

This first newspaper was closely identified with the early history of San Mateo County. The files of its issues have furnished information to those who have been interested in the lives and events of pioneer days. The paper has lived throughout these years. For more than two score years it has

been owned by D. E. O'Keefe and under the name of Times-Gazette it is still published in Redwood City.

PROBLEMS

1. Write a news article, such as might have appeared in an early issue of the San Mateo County Gazette.
2. Compare modern means of communication with communication at the time of the election of Lincoln.
3. Compare modern means of transportation with transportation at this earlier date.
4. Try to find out the improvements in publication since the San Mateo County Gazette was first issued.

THE BANDIT STORE

After the close of the great Civil War, to escape punishment for bank robberies in the Middle West, a pair of young bandits, Jim and Bob Younger, selected the tall timbers of La Honda as a safe place to keep out of the clutches of the law.

These youths did not look like criminals and John Sears, the man who gave La Honda its name, hired them as carpenters to build a store. What a contrast the quiet life of a carpenter in La Honda must have been to the daring and dangerous life of a bandit in a frontier town!

Formerly, the Youngers had been associated in crime with the James brothers, bandits of wide experience and reputation. These outlaws needed the Youngers' help again. An agent carried their message to far away La Honda. The Youngers were needed on a "return engagement" to the Northfield Minnesota Bank. They could not fail their pals in crime; the temptation was too great. This venture led them into the hands of the law. In a short time they were sent to the Minnesota penitentiary.

The La Honda Store, built by bandits, is still serving the people of the district. It has been doing business all these years.

ASSIGNMENT

1. Show the location of the Bandit Store on a map of San Mateo County.
2. Try to find out the meaning of La Honda.
3. Be prepared to tell the class several routes to La Honda from San Mateo.

LA HONDA
MERCANTILE CO.
Cigars - Candies - Soft Drinks
LA HONDA
POST OFFICE

Plate No. 15

THE BANDIT BUILT STORE

This old store, built by bandits many years ago,
is still serving the people of La Honda.

BURLINGAME

During the year of our Declaration of Independence, well known to every school child in these United States, the daring soldier Anza and his brave exploring party made camp at a spot marked today by the intersection of Burlingame Avenue and El Camino Real. Enroute from Monterey to explore the San Francisco Peninsula and to establish sites for a presidio and a mission, weary from the long journey, they rested for a time on a dry creek bed in this uncultivated wilderness, inhabited only by wild Indians and animals of the woods.

Long before the coming of the white settlers, the Mission Fathers, trudging wearily between Mission Dolores and Santa Clara, made friends with the Indians and showed them the ways of civilized man. While the padres traveled historic El Camino Real, fields of grain yielded their golden harvest and wild cattle roamed peacefully over the wooded hills.

Then came the days of the land grants and the ranchos. The Buri Buri Rancho, extending from the present limits of the city of South San Francisco to Sanchez Avenue in Burlingame, was granted to

Jose Antonio Sanchez, famous for his great skill as an Indian fighter. Rancho San Mateo became the property of William D. Howard, a San Francisco merchant, who supplied provisions for Missions Dolores and Santa Clara. Being unable to pay the amount due, the good fathers appealed to Governor Pico that Howard be granted the San Mateo Rancho. Because the land was considered to be of little value, the Mission fathers were glad to escape their debt in such an easy way. The city of Burlingame stands today on the extremities of these two great land grants, the south portion of the Buri Buri and the north end of Rancho San Mateo. In the southern section of present-day Burlingame, between the bay and El Camino, Mr. Howard located his famous dairy to which, in the early 50's, he brought the first pure-bred cattle to be imported into California.

When Howard died, the northern third of Rancho San Mateo went to his father-in-law, Dr. Poett. This gift included all that part of the rancho lying north of Burlingame Avenue from the bay to El Camino and north of Barroilhet from El Camino to

the westerly limits. Dr. Poett disposed of the land to the east of the "King's Highway" to William Corbett, a breeder of race horses, who became the first settler in original Burlingame. His fine old homesite and stock farm is now partially occupied by the Burlingame High School and the City Park.

The westerly portion of the Poett property was sold to William Ralston and J. T. Redington. That genius of finance, the well known San Francisco banker, Mr. William C. Ralston, had a more enduring and beautifying influence upon this section than any other man. In the midsummer of 1868 Ralston announced to a distinguished company at his Belmont mansion that, to honor his esteemed friend and guest, Anson Burlingame, he had selected the choicest portion of his vast holdings for a future city to be called "Burlingame." Shortly thereafter this brilliant friend of William Ralston became famous as the United States minister to China. It was Ralston who dreamed of building a city of fine homes and directed his engineer to lay out the avenues and drives. He planted in his dream city the first eucalyptus trees ever brought to California

from Australia. These and many other trees that he planted so long ago remain the chief charm of Burlingame today.

Ralston did not live to see his dream city realized. At his death his lands were acquired by Willam Sharon, and the "Palace Hotel Dairy" had its beginning. Located on what is now Ralston Avenue this dairy spread its vast acreage over a wide area now covered with fine Burlingame homes.

In 1870 William Corbett sold several acres of land on what is now Burlingame Avenue, east of El Camino Real, to John Donnelly, an architect and builder of houses. Coming to this "new town" from Redwood City, Donnelly and his family moved into the first residential home in Burlingame. Little did this early settler realize that the land that cost him but $500 an acre would in ten short years be considered "a real buy" at twenty times that price. Because of the inroads of business the Donnelly home was moved several years ago. It is now located at 1245 Donnelly Avenue, named for the city's pioneer homemaker, about 200 feet north of its original site. The old homesite is now occupied

by a modern store building at the northeast corner of Burlingame Avenue and Primrose Road. For many years after it was named, Burlingame remained a place of few large homes and much undeveloped land. Some of the wealthy residents of San Francisco, appreciating the great beauty of the locality settled here on large tracts of land. People thought of this section as a part of San Mateo, but it really was outside the limits of that city.

The Burlingame Country Club was organized in 1893. Included in its membership were the socially prominent and wealthy of the San Francisco Peninsula. The Sharon cottage on the west side of El Camino was the scene of its first meeting. This original clubhouse still stands as a private residence today. The need for larger quarters caused the club to be moved to the Pope property and then to its present location west of the Hillsborough City Hall. The club's first polo field was on the Howard subdivision, the home of the first pure-bred cattle in California.

These were the gay nineties when the bicycle held full sway. Famous in the history on the pen-

insula and dear to the hearts of old timers was the riding club known as the Bay City Wheelmen. Bicycling was the popular pastime, and riding paths throughout the peninsula were well marked.

The first railway station was at Oak Grove and the stopping place came to be called by that name. According to the grant to the railroad company there were to be three stations along the right of way, and the grantors were to be privileged to select the locations. No decision could be reached concerning the other two. Discussion led to disagreement until a compromise to have one central station at the dividing line between the Howard and Corbett lands was reached. Here was erected in 1894 the present Burlingame station. Some of the tiles on the roof of this vine-covered depot were made by Indians and once adorned the roof of the low adobe Mission Hospice on San Mateo Creek. After the old hacienda was dismantled by the earthquake of 1868, the mission tiles were stacked behind a barn on the Howard property in San Mateo, not to be moved until '93 when they were taken to cover the Monterey Pavilion at the Midwinter Fair

RLINGAME.

Plate No. 16

SOUTHERN PACIFIC STATION AT BURLINGAME

Some of the tiles were made by Indians and once adorned the roof of the low adobe Mission Hospice on San Mateo Creek.

in San Francisco. How appropriate that these tiles be returned to cover another resting place on the San Mateo Rancho! During the same year that the station was built the United States government established the Burlingame Post Office. This, combined with a drug store, was the city's first business building. It stood on California Drive at Burlingame Square on property adjoining the present branch of the American Trust Company. During the same year, the first in the new century, a grocery store was added to the Square.

The boys and girls who live here today will be interested in learning that Burlingame was, at one time, included in the San Mateo School District. In 1905 the Peninsula Avenue School in San Mateo was built to care for the children of this section. This is the same building that was destroyed by fire in January of 1937.

Rapid growth of Burlingame began after San Francisco's great earthquake and fire. Many people who had lost their homes in the big city moved down into the sunshine of the peninsula to start life anew. The Howard and Corbett properties were

subdivided into town lots and put on the market for sale. At this time there were no paved streets, and sidewalks consisted of narrow strips of boards with several placed together in front of the stores. There was only an occasional light to guide the weary traveler home at night. Each family had its own well for a supply of water and when a fire occurred the residents of the village formed a bucket brigade to fight the flames. Sunday school was held in the waiting room of the railway station.

In 1908, just 40 years after it was named, Burlingame was incorporated as a city. This was a very exciting election in which 173 persons cast their ballots. Since that time a scattered settlement of a few homes has grown into a modern city. Can you find out how many people live in Burlingame today?

Following incorporation the residents decided to have a school department of their own so the Burlingame School District was formed. The first schoolhouse located near the main highway was a rambling, temporary building, painted red, in which the children were housed for two years until

the McKinley School on El Camino Real was completed. Today the Howard Avenue School, named for the owner of the San Mateo Rancho, is a daily reminder of the part that name played in the early days of Burlingame.

Buri Buri was the name originally given to the street that is now called Broadway. It seemed appropriate that one of Burlingame's thoroughfares should bear the name of this famous old rancho. You can still see that name on the curbstone at the intersection of Broadway and El Camino Real. We are told that in the 70's at the foot of what is now Broadway there was a flourishing Chinese fishing village. Here the Chinese lived in mere shacks on the bay shore, making their living by offering for sale the shrimp and perch taken from the waters of the bay. It is difficult for us to realize that the present location of the Broadway Station was at one time "Chinatown." It was at this spot, too, that Ansel Easton, nephew of D. O. Mills, built the first home in North Burlingame. This section was subdivided and offered for sale shortly after the Howard and Corbett subdivisions farther south.

The land included in the Buri Buri Rancho was added to the City of Burlingame by several different elections.

Old timers alone can recall the day when Burlingame had its own street car system. Cars ran from Easton (now Broadway) Station to El Camino Real and on up the highway, turning at Hillside and climbing to the end of the avenue. This line was constructed by Ansel Easton, owner of this section of the Buri Buri. Unlike those of today, the cars received their power from storage batteries instead of overhead wires. After four years the common use of the automobile brought the service to an end.

Burlingame's development has come within recent years. The streets are lined with beautiful trees, many planted long ago by those who dreamed of a city of fine homes. Driving along El Camino Real today, we pass through the tall stately eucalypti that mark the "King's Great Highway" for almost the entire length of the city.

QUESTIONS TO ANSWER

1. What was the purpose of Anza's voyage?
2. List the names of some of the old estates in San Mateo County.
3. Tell about some of Ralston's activities in San Mateo County.
4. Be prepared to tell a few facts about two or three of the early residents of Burlingame.

HOMES OF WEALTH

Since very early days the rolling hillsides and deep ravines of Hillsborough have formed the ideal setting for homes of wealth and fortune.

Eighty-four long years ago George Howard, brother of the owner of the great San Mateo Rancho, chose "Uplands" for his home. Here he erected his gorgeous mansion, brought by the good brig "Eagle" all the way around Cape Horn. Three years later George Howard married his brother's widow and for years "Uplands" was one of the beauty spots of the peninsula, the scene of many social gatherings where hundreds of distinguished guests were entertained. Charles Templeton Crocker, world traveler who has contributed millions to the advancement of science, is today the owner of "Uplands." The old Howard home has been replaced by a more imposing structure. Here in his spacious mansion, Crocker stores his treasures collected from the far corners of the earth. The original "Uplands," remodeled to look like a grand old Southern mansion, stands today only a short distance west of the Hillsborough school house.

Another real pioneer was John H. Redington who traveled across the Isthmus in the days of '49. Almost three quarters of a century has passed since he chose to make his home on the 800 acres of land stretching from El Camino Real to the deep canyon now filled with the waters of the Spring Valley Lakes, comprising a large portion of the present cities of Hillsborough and Burlingame. The Redington home was the only one in the vicinity and well known to the socially prominent of the nearby metropolis. A son of this very early resident is now the attorney for the City of Hillsborough.

After George Howard's death large holdings came into the hands of Henry P. Bowie because of his marriage to Mrs. Howard. Bowie added to the beauty of the property and planted thousands of young trees at Coyote Point. To the San Mateo Rancho as head gardener he brought John McLaren, the present veteran Superintendent of Golden Gate Park. Under his direction McLaren planted the hills with eucalypti and cypress trees. These trees stand today as a testimony of Bowie's great love of the beauties of Mother Nature.

JOHN D. DALY LIBRARY

The sixty-room mansion of W. H. Crocker, the well known San Francisco financier, situated on 600 acres of lovely natural and formal gardens has long been one of the lovely estates of Hillsborough. The large iron gateway, leading to the grounds, has stood for years as an imposing entrance to this palatial landmark.

A resident of fame during the 90's was Prince Andre Poniatowski, who married Mrs. Crocker's sister. Their home was at "Sky Farm" on the Crocker Estate. Before he returned to Poland the Prince became well known and many of the residents of San Mateo today recall the tinkling of the bells announcing the approach of the nobleman's yoke of fine oxen. "Sky Farm" is now the property of Willam H. Crocker's son, W. W. Crocker.

Mrs. Harriet Pullman Carolan and her husband spent two million dollars on their gorgeous estate "Carolands." A four-story French Chateau, with entire rooms imported from European castles, was their home. Priceless antiques and extensive terraces laid out by world-renowned landscape artists made "Carolands" one of the most beautiful Hillsborough

JOHN D. DALY LIBRARY

homes. The property was subdivided a few years ago and many lovely homes are being built.

One of the very early landmarks was the "El Cerrito" mound on the west side of the King's Great Highway. This rather rocky elevation became a monumental point for travelers in the very early days. More than a quarter of a century ago "The Mound" became the home of Duncan Hayne. Today as the Lorber home it remains a landmark as in the olden days.

Years before a public school was established Brewer's academy, one of the best known institutions in California, was moved into present-day Hillsborough. It was founded in San Mateo in the late 60's by Alfred Lee Brewer, pioneer Episcopal clergyman, and "St. Matthew's Hall" continued on the site now occupied by the San Mateo Junior College until 1892 when is was moved to the Brewer Tract, now the location of beautiful Hillsborough homes. After Brewer's death his son, who became Hillsborough's first mayor, operated the school until he left in 1915 to take over the pastorate of the Burlingame Episcopal Church.

In 1913 the old home of William Davis Merrie Howard, the original owner of the San Mateo Rancho, became Hillsborough's first public school with an enrollment of six boys and girls. This fine old house, brought by sailing vessel around Cape Horn, served at the same time as the village meeting place, the fire department, and the first town hall. It was torn down only a short time ago.

As a city, Hillsborough is very unique. It has never had a sidewalk or stores of any kind. Termed by Elbert Hubbard as a "Modern Garden of Eden," Hillsborough is today the location of many other mansions, homes of wealthy business and professional men, artists, musicians, and writers. Its winding roads, wooded hillsides, deep ravines, and commanding views have made it one of California's most exclusive residential districts.

STUDY PROBLEMS

1. Trace the ownership of "Uplands" from early times.
2. Find out about the Spring Valley Lake in the early days.
3. Tell the names of several Hillsborough estates.
4. Be prepared to tell about Brewer's school.
5. Locate "The Mound."

ROADS YESTERDAY AND TODAY

We have learned that the most important industry in the early days of our county was lumbering. Can you tell why it became important, at this early date, to give attention to roads? Good roads were necessary because of the heavy teaming between the redwoods and the valleys. During the dry season the roads were ground to dust and the heavy rains and swollen streams of winter washed them out entirely.

Due to the broken surface of the country and because of little or no equipment, roads were difficult to make. Once they were made, the trouble and expense of keeping them in repair was very great. No problem was given more attention in these early days than the matter of road building. The tremendous amount of labor and money that went into the construction of these early roads cannot be over-estimated. Road building was discussed at all meetings of the Board of Supervisors and some action regarding roads was taken at every meeting.

Has any member of this class ever ridden over a

road for which toll had to be paid? Fifty years ago, San Mateo County had three such roads. One toll road led from San Francisco, by way of the bay shore, meeting the main County Road at San Bruno. Another wound through the San Andreas Valley from San Mateo and crossed the mountains to Spanishtown. The third, "Summit Springs Turnpike," led up the steep slope from Woodside to King's Mountain. These toll roads were built by private individuals who kept them in repair and charged toll to all who passed over them. The traveler, knowing full well that there was little more than a living wage for the builder and keeper of the road, willingly tossed his coin to the toll man and continued on his way. Would it not seem strange to you to have to pay to pass over the roads of San Mateo County?

Today we are proud of our splendid state highways and fine county roads. The main thoroughfare is historic El Camino Real which follows the path of the Mission Fathers from San Francisco to the Southland. Running in the same general direction is the Bayshore Highway, the opening of which,

Plate No. 17

EL CAMINO REAL AT MILLBRAE

several years ago, greatly relieved the heavy traffic of El Camino Real.

Besides these two main highways there are several other roads maintained by the State of California. The beautiful Skyline Boulevard runs along the ridge of the well known Sierra Morena Mountains. As looking from the top of the world, one views the blue waters of the Pacific and the rich farm lands of Half Hoon Bay country on one side and the Spring Valley Lakes, our own San Francisco Bay, and the cities and towns along El Camino Real on the other. Have you ever viewed this San Francisco Bay Region from the Skyline Boulevard? If not, a delightful experience is in store for you. Ask your parents or some friend to drive you to the Skyline Boulevard opposite Colma and look down upon the wonderful panoramic view spread out before you—the great city of San Francisco, the beautiful Golden Gate, the world's largest bridges, and the cities across the Bay.

Recently the State of California has taken over the Coast Highway which follows the shores of the Pacific Ocean and connects the towns of the coast

of San Mateo County with San Francisco. Much work is being done on this road at the present time. Boys and girls who live on "the other side of the mountains" have heard their parents and neighbors tell what the improvement of this road will mean to the people of the coast side.

Two other roads in San Mateo County have, within the year, become a part of the great highway system of the State. One of these leads from the city of San Mateo, across the mountains, to Half Moon Bay. Another runs from Redwood City, through the little town of Woodside, to the Skyline Boulevard. At the present time, the California State Highway Division is doing considerable work on both of these roads. They are being made wider and less winding which will make them safer for traffic.

Besides these great State thoroughfares there are a number of splendid county roads. No other section of California has better highways today than our own San Mateo.

FILL IN THE BLANKS

1. ..... was the most important industry in the early days of our county.
2. Good ..... were necessary so lumber could be taken from the forests.
3. Roads were difficult to make because ..... and .....
4. When one has to pay to pass over a road we call it a ..... road. San Mateo County had several of these roads in the early days.
5. The main road running through San Mateo County is ..... It means ..... or .....
6. Three great state highways of our county are .....
7. The ..... runs along the ridge of the Sierra Morena Mountains.

MILLBRAE

An ambitious young farmer traveled down the peninsula in 1850 seeking a location where the fertility of the soil would assure him of an adequate living. We are not surprised that he stopped at Millbrae, close enough to the growing city to the north so that his products of the soil would find a ready market. Perry Jones prospered as a farmer and acquired enough funds to build the Millbrae Hotel and he operated it as a "public house" as the hostelries of the time were called. Travel was increasing on the "King's Great Highway" and four years later an enterprising gentleman, Garnot by name, chose the spot as an ideal location for his merchandising business. He carried in stock every article that the traveler might request. For more than 30 years Garnot's Village Store served without competition.

In the early 70's the John Morgan Company of the East Coast sent an agent to this area with a basket full of oysters to try an experiment. The oysters were planted in the bay opposite the present Millbrae Station. Apparently the firm found en-

couragement in the results of this small beginning because two carloads of ten tons each were afterwards placed in the oyster beds. A few years later another consignment of ten carloads followed. So successful became this venture that in a brief period there were four firms engaged in the business and a grand total of 3,003,000 oysters were supplied to the San Francisco markets during a season.

Darius Ogden Mills came to California during the gold rush and established his first banking business in the little town of Columbia in the high Sierras. From there he branched into Sacramento and San Francisco, becoming one of the first financial "giants" in California's history. He acquired a large tract near the present site of Millbrae and here he built his stately mansion. Upon these spacious acres he developed a fine herd of dairy cattle and the Millbrae Dairy was for years one of the largest milk-producing plants of the state. Today it still holds that distinction with its splendid herd of registered Holsteins.

As a memorial to her father, the daughter of Darius Ogden Mills established and has helped to

maintain the Mills Memorial Hospital in San Mateo. The old family home in the Mills Estate was, until his recent death, the summer home of a son, Ogden Mills, who under ex-president Hoover was the Secretary of the United States Treasury. The town of old Millbrae has grown up and around the Mills property. Within the last few years Millbrae Highlands has become a subdivision of beautiful homes with a splendid business section on El Camino Real.

Lomita Park, Millbrae's friendly neighbor to the north, is included in the Millbrae School District. Lomita Park was opened for settlement in 1904 and grew rapidly after the great earthquake and fire in San Francisco. Thousands of residents from the shaken city moved down the peninsula. Tents and mere shacks sheltered them until new homes could be built. Today Lomita Park is a flourishing community of suburban homes.

Between Millbrae and Lomita Park is Aqua, the location of a large pumping plant owned by the city of San Francisco. This plant pumps the water from the Spring Valley Lakes to the west.

SEATWORK EXERCISE

1. Find out if the oyster industry is still important at Millbrae.
2. List the cities of San Mateo County that one passes through when traveling on El Camino Real between Palo Alto and San Francisco.
3. Name a number of very wealthy California men who made their homes in San Mateo County in the early days.

VISITACION

That part of San Mateo County comprising the Visitacion School District, including Bayshore and Brisbane, was the Rancho Cañada Guadalupe y Rodeo Viejo. This grant, including two square leagues, was made by Governor Alvarado to a San Francisco merchant, Jacob P. Leese.

Coming to San Francisco in the very early days, Leese built a store near the site of Portsmouth Square, the old plaza in the midst of today's Chinatown. His combination home and store fronted on the only thoroughfare in the little settlement. It was a wretched roadway, but it had a fine sounding name, Calle de la Fundacion, and Leese's heart was filled with pride. All the best families of the Presidio, Mission settlement, and ranches were invited to the housewarming. It was a gala occasion, a Fourth of July party as well. In honor of the event the Stars and Stripes were hoisted for the first time.

Leese married a sister of General Vallejo and they had the distinction of being the parents of the first white child born in Yerba Buena.

Through marriage and general activity in the new settlement Leese became a well known figure. Governor Alvarado recognized his worth and made him the owner of the Rancho Cañada Guadalupe. Within the old boundaries of this rancho stands today the Visitacion School District.

Peter McCarthy and Henry Schwerin were the first two pioneers to settle in the Visitacion Valley. Almost 90 years have passed since they established their homes and ranches in this region.

In the middle 60's the McCarthy ranch site became the setting of a Chinese fishing camp where John Chinaman and his "cousins" dwelt in peace.

A well-known landmark of the early day was the "Six Mile House," so called because of its distance from the business activity of Yerba Buena. This wayside inn, where trap shooting, shuffle boards and bowling alleys entertained the guests, became well-known for its tasty clams and chowders.

Just east of the tavern, about where the Bay Shore Station stands today, was a long one-story structure built for a silk factory. This site, so close to a growing city, seemed ideal to the owners,

but the venture did not prove to be successful and after a few years the building was abandoned.

About 200 feet south of what is now Walbridge Street a toll gate marked the beginning of the old toll road "paved" with clam shells taken from the decomposed Indian mounds of the long ago. The roadmaster lived at the gate and collected the toll from the traveler, 25 cents for one horse and 50 cents for two. Known as the "Shell Road," it joined the Mission Road, or El Camino Real, at Uncle Tom's Cabin.

Fifty-eight years ago a small room in the roadmaster's home at the toll gate became the first schoolhouse. Among the mere handful of pupils was young Schwerin, then a lad of fourteen years and now a well known resident of Bay Shore City. As the attendance increased, more room was needed and the school was moved to an abandoned truck-gardener's home, situated where Martin and Acacia Streets now meet. This shack did not serve for long because a severe south wind leveled the "schoolhouse" to the ground. Looking over the remnants of the building, a school lad came across the old

wall clock lying face up among the ruins, dented and worn from a frightful experience but still attending to its duty, ticking with all the strength of its battered body. Henry Schwerin was determined that his children and others of the community have an education. He appealed to the county for help, but no money was forthcoming. Some of the children lived across the county line in San Francisco and that city, too, refused to aid, but Schwerin did not give up. He and his older sons with the assistance of several neighbors built a schoolhouse and Schwerin provided board and room for the teacher and paid her salary until San Mateo County could afford to do so. This old school now stands at the Golden West Quarry where it serves as the home of the watchman. Today two fine schoolhouses care for the boys and girls of the Visitacion District, the Bay Shore School in the old section and the new Brisbane School in the rapidly growing area to the south.

STUDY PROBLEMS

1. Where was Yerba Buena?
2. Tell the story of the first house in San Francisco.
3. What did Rancho Cañada Guadalupe include and to whom was it given?
4. Tell about the first Fourth of July celebration in Yerba Buena.
5. Tell about the schools of this section.

SOUTH SAN FRANCISCO

The industrial city of South San Francisco has grown at the northern end of the Buri Buri Rancho. The favorite home of the Indian before the coming of the white man is now the great manufacturing center of San Mateo County, and broad paved highways have hidden the Indian relics of long ago.

Prior to 1900 large dairy and stock farms covered the section and furnished San Francisco with milk and meat. The 1600 acres of the Miller and Lux home ranch spread over the present residential area.

The city had its beginning when Peter Iler of Nebraska secured an option to buy 3500 acres of land. He immediately formed and became the manager of the South San Francisco Land and Improvement Company. Among the largest stockholders were Armour, Swift, and Morris, millionaire meat packers of Chicago. Two districts were planned for the new city, the industrial center to the east along the bay shore and the residential section to cover the Miller and Lux ranch to the west. Grand Avenue was laid out to be the main business thoroughfare.

JOHN D. DALY
LIBRARY

Mr. William J. Martin became the secretary of the land and improvement company and in 1891 built for himself the second home in the residential area. Other houses were started and in a short time the entire landscape was transformed. No early resident contributed more to the early development of South San Francisco than Mr. Martin. As a tribute for his services to the city, one of the schools is called the Martin School and a few years ago a beautiful fountain in the civic center was dedicated by the South San Francisco Women's Club to the loving memory of Mrs. Martin, who founded that organization.

As a result of the efforts of leaders of the South San Francisco Land and Improvement Company, factory followed factory into the new city. Since 1892 it has been the location of dozens of industrial firms. Thirty years ago a belt railroad, covering seven miles, circled the waterfront and picked up the products of the main plants. In 1913 an electric line took over this growing task. South San Francisco is now the industrial city of the county with a weekly payroll of half a million dollars.

ESTERN PIPE AND STEEL CO OF CALIFORNIA
SOUTH SAN FRANCISCO PLANT
WESTERN PIPE AND STEEL CO OF CALIFORNIA

Plate No. 18

THE INDUSTRIAL CENTER AT
SOUTH SAN FRANCISCO

This shows a group of the industries as seen
from San Bruno Mountain.

SOMETHING TO DO

1. Find out what some of the large industrial plants of South San Francisco are.
2. Name several things made in South San Francisco that we use daily.
3. Tell how to get to South San Francisco from Redwood City; from Half Moon Bay; from your home.
4. Look back at the story about Indian mounds and find out about them in this vicinity.
5. Look at a railroad time schedule and find the distance between South San Francisco and San Francisco.

"THE BRIDGE THE OYSTER BUILT"

Before reading this lesson we must know the meanings of several new words. If we know these words we shall have no difficulty with the story.

dredged —removed or lifted by a machine called a dredge. Some members of the class may have seen a dredge at work lifting mud from the bay near the shore.

plant —a building where machinery is set up—like a factory. Are there any such plants in your community?

structure—something that is constructed, like a building or a bridge.

The San Mateo-Hayward Bridge is often called "The Bridge the Oyster Built." It crosses San Francisco Bay at San Mateo. Many boys and girls have driven across this bridge in automobiles. Others have seen it from San Mateo.

Do you know why it is called "The Bridge the Oyster Built"? Thousands of years ago billions of oysters began their work of taking the lime and

other necessary materials from the waters of the bay. Every bit of cement that went into this structure was made from the oyster shells that were dredged from the bottom of San Francisco Bay. These oyster shells were taken to the plant of the Portland Cement Company at Redwood City and made into cement. The engineers completed the San Mateo-Hayward Bridge in 1929.

This bridge is about twelve miles long and more than seven miles are over water. It is one of the longest bridges in the world.

SOMETHING TO DO

1. The San Mateo-Hayward Bridge is built across ..... It is called .....
2. ..... were dredged from the bottom of the bay and were made into ..... for this bridge.
3. The cement plant is in .....
4. Draw a picture of a large bridge on a piece of wrapping paper. Perhaps your teacher has pictures of bridges for you to see. If so, you will be interested in looking at them. Do not try to copy these pictures though.
5. Look through newspapers and magazines for pictures of other bridges that have recently been built across San Francisco Bay. Cut these pictures out and bring them to school for other boys and girls to see.

MISCELLANEOUS MATERIALS

RANCHOS OF SAN MATEO COUNTY

Rancho Buri Buri (BOOR-ee BOOR-ee).

Rancho Butano (BOOT-ah-noh).

Rancho Cañada del Corte de Madera (Cahn-YAH-dah dell COHR-tay day Mah-DAY-rah).

Rancho Cañada de Raymundo (Cahn-YAH-dah day Rah-MOON-doh).

Rancho Cañada de Verde y Arroyo de la Purissima (Cahn-YAH-dah day VARE-day ee Ahr-ROY-oh day lah Pooh-REES-ee-mah).

Rancho Cañada Guadalupe la Visitacion y Rodeo Viejo (Cahn-YAH-dah Gwah-dah-LOOP-ay lah Vee-see-tah-see-OHN ee Roh-DAY-oh Vee-AY-hoh).

Rancho Corral de Tierra (Cohr-RAHL day Tee-AYR-rah).

Rancho Feliz (Fay-LEES).

Rancho Laguna de la Merced (Lah-GOON-ah day lah Mayr-SAYD).

Rancho de las Pulgas (day lahs POOL-gahs).

Rancho Miramontez or San Benito (Mee-rah-MOHN-tays, Sahn Bay-NEE-toh).

Rancho Pescadero or San Antonio (Pays-cah-DAY-roh, Sahn Ahn-TOHN-ee-oh).

Rancho Punta del Ano Nuevo (Poon-tah dell AHN-yoh Noo-Ay-voh).

Rancho San Gregorio (Sahn Gray-GOHR-ee-oh).

Rancho San Mateo (Sahn Mah-TAY-oh).

Rancho San Pedro (Sahn PAY-droh).

NAMES AND PLACES OF INTEREST IN SAN MATEO COUNTY WITH PRONUNCIATION, HISTORY AND TRADITION

By
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NAMES AND PLACES OF INTEREST IN SAN MATEO COUNTY WITH PRONUNCIATION, HISTORY AND TRADITION

ALCOVE ROCKS—An early account says "three miles southwest of the Summit Springs Hotel, on the side of a canyon known as the head of Deer Gulch, nearly 2300 feet above sea level, stand two enormous rocks, like lone sentinels of the forest, covered by Nature's hieroglyphics."

ALEMBIQUE (Ahl-em-BEE-kay)—A creek on the watershed which supplies Searsville Lake. Alambique—"still" or distillery in Spanish.

ALPINE—Creek which joins the San Gregorio Creek near La Honda. Also a Road which ascends the valley of Corte Madera Creek, crosses the summit and Skyline Boulevard, and descends the valley of Alpine Creek to enter La Honda Canyon.

AMESPORT—A wharf and loading port on Half Moon Bay, established at the mouth of the Arroyo Medio in 1867. A part owner was J. P. Ames who served as County Supervisor and later as Warden of San Quentin State Prison.

ANZA EXPEDITION CAMPS—In San Mateo County are two historic camp sites of the Anza Exploring Party which preceded the main caravan of what is known as Anza's Second Expedition, which had been halted at Monterey in the spring of 1776. Anza's First Expedition had had for its purpose the blazing of an overland trail from the Presidio of Tubac, in what is now Arizona, to Mission San Gabriel in California, a distance of more than seven hundred miles. This purpose successfully accomplished, he returned to lead the Second Expedition which was a colonization caravan of soldiers, padres and thirty families. More than thirty women accompanied this Second Expedition and there were one hundred thirty-six boys and girls in the caravan. All told there were two hundred and forty persons and more than one thousand animals when the Second Expedition left Tubac on October 23, 1775, for a journey of more than a thousand miles to establish a Mission and a Presidio on San Francisco Bay. Over the desert and then the snow-covered Sierras they fought their way. Horses and cattle died from cold and exposure, women wept at the unaccustomed sight of snow white peaks, but the caravan kept on. By March 10 they had reached Monterey

Bay where they were welcomed by the Presidio and the Mission San Carlos. Here the Second Anza Expedition was halted by orders from Rivera, the Comandante of Alta California, until as he said, the Presidio and Mission could be established at San Francisco.

On March 28, 1776, Lieutenant Colonel Juan Bautista de Anza left the Presidio of Monterey with an Exploring Party of twenty persons, including Padre Font, Lieutenant Moraga, ten soldiers and seven servants, to survey and establish sites for a Mission and a Presidio at San Francisco. Padre Font's Diary and a Map he made in 1777 clearly show their line of march and their camp sites are numbered on this map.

Camp No. 94—On March 26, 1776, the Anza Party passed the Palo Alto Tree and continued up the Peninsula until they had crossed the Arroyo de San Mateo and camped at a dry watercourse about one short league beyond. Their line of travel as shown by Padre Font's Map was the same as El Camino Real today and this camp site is about where Burlingame Avenue crosses El Camino Real, in the City of Burlingame.

Camp No. 96—On March 29, 1776, when returning from the tip of the Peninsula, Padre Font says they skirted the bay shore until they had crossed what is today the San Bruno mountain (from which the Palo Alto Tree was again seen), then crossing their previous line of march they entered the Canada de San Andreas, down which they proceeded as shown on his map, until the San Mateo Creek had been crossed, then turned left through the hills and then left again or to the north to camp on San Mateo Creek where they had crossed it on their trip up the Peninsula. Padre Font's Diary and Map show the camp site to have been where El Camino Real crosses the San Mateo Creek near Third Avenue in the City of San Mateo.

Anza, the Founder of San Francisco, must be credited with having successfully conducted his colonization caravan over one of the most difficult and among the longest overland treks recorded in the history of this continent.

ARGUELLO (Ahr-GWAYL-yoh)—Street in Redwood City named for the early Spanish-California family which furnished one Governor under Spain, Don Jose Dario Arguello, whose son, Don Luis Antonio Arguello, was later the first native born Governor of California, during the Mexican period. Though a family name, the word means "lack of health."

ARROYO DE LA PRESA (Ahr-ROY-oh day lah PRAY-sah)—"Creek of the Dam" was the original Spanish name for Bear Gulch Creek. The latter name was applied after "Grizzly" Ryder's terrible mauling by a grizzly bear in the early fifties.

ARROYO DE LOS FRIJOLES (Ahr-ROY-oh day lohs Free-HOH-lays)—"Creek of the Beans," empties into the ocean about midway between Pescadero and Pigeon Point.

ARROYO MEDIO (Ahr-ROY-oh MAY-dee-oh)—"Middle Creek" on the Rancho Corral De Tierra on the coast side.

ATHERTON—Incorporated September 11, 1923. Takes its name from Faxon D. Atherton, prominent in California affairs, who bought 500 acres of Rancho de las Pulgas in September, 1860. Gertrude Atherton, a well-known writer, is a relative of Faxon D. Atherton.

BABYLON—In 1916 the Ohio Building from the 1915 San Francisco Exposition was brought down the Bay on barges. Intended for use by San Carlos Country Club, it was later a roadhouse and stands between San Carlos and the Bay.

BADEN—Baden Dairy Farm established 1871 by Robert Ashburner between San Bruno and Colma.

BANDIT BUILT STORE—The store at La Honda was built for John Sears by Jim and Bob Younger, the bandits, in the years following the Civil War.

BARROILHET (BAHR-roh-eel-hay)—An avenue separating the cities of Burlingame and San Mateo. Named for Henri Barroilhet, banker in San Francisco, given Cross of Legion of Honor by France for his charities.

BAY MEADOWS—A racing course at San Mateo. Name probably suggested by nearness of former Baywood Estate of Parrott family.

BAYWOOD—Name of the pretentious residence on former Parrott Estate at San Mateo. The presence of many California Laurel or Bay trees suggested the name Baywood to John Parrott who owned the estate.

BEAR GULCH CREEK—Formerly called Arroyo de la Presa by Spanish-Californians, its name of Bear Gulch originated in "Grizzly" Ryder's encounter with a bear which left him nearly dead. The Spanish name meant "Creek of the Dam."

BELLVALE—An early day hotel and postoffice, and the home of the pioneer Bell family, between La Honda and San Gregorio. Catered to early day sportsmen on fishing and hunting trips.

BELMONT—Means "beautiful mountain," from the French 'belle mont." When San Mateo County was organized in 1856 Belmont was for a short while the county seat. Belmont was the site of a Vancouver Camp in 1792.

BERESFORD (BARE-es-ferd)—S. P. station near Bay Meadows Race Track. Believed to be named for Lord Beresford, an English nobleman and admiral.

BOGESS CREEK (BOH-gess)—No early settlers of that name are found and one old timer suggested it might have been "bogus" originally, since it went dry every summer. It empties into San Gregorio Creek near Bellvale.

BOLSA POINT (BOHL-sah)—A "pocket" of land extending into the ocean between Pescadero and Pigeon Point to the south.

BONZAGNI'S LODGE (Bohn-ZAHN-ee) — Log Cabin Tavern among redwoods of La Honda Canyon. Carries name of former Italian purveyor. Established in the late sixties, it was called "the first store in the woods." It was conducted for many years by Armand Kieffer as the Alpine Resort.

"BRIDGE THE OYSTER BUILT"—San Mateo-Hayward Bridge over the southern arm of San Francisco Bay. Every ounce of cement in this longest continuous highway bridge in the world (7.1 miles over an unbroken expanse of water), was made from oyster shells, in the Portland Cement Plant at Redwood City.

BRIGHTON BEACH—Named after a watering place on the English Channel. Is found on the Ocean Shore Highway near Laguna Salada.

BROADWAY—A neighborhood trading center street in City of Burlingame, adjoining El Camino Real. Its original name was Buri Buri, to perpetuate the name of the old Mexican grant, the Rancho Buri Buri, given to Don Jose Antonio Sanchez. Broadway Station was formerly called Easton Station, established by Ansel M. Easton, financier and nephew of D. O. Mills.

BURI BURI (BOOR-ee BOOR-ee)—The Rancho Buri Buri was named for the Indian tribe which formerly occupied the territory between San Mateo and the port of San Francisco. It also claimed the territory to the fishing grounds on the ocean shore to the west. The Rancho Buri Buri of nearly 15,000 acres extended from the ridge of the Peninsula to the Bay Shore and from the north line of South San Francisco to the middle of Burlingame. It was provisionally granted in 1827 to the old veteran of twenty Indian campaigns, Don Jose Antonio Sanchez, later the Comandante of the San Francisco Presidio. In 1838 it carried 8,000 cattle, a thousand horses and many sheep.

BURLINGAME—Named in 1868 by Wm. C. Ralston to honor his friend and guest, Anson Burlingame, the United States Minister to China, who had just returned from opening China's doors of trade to the western world. Forty years later it was incorporated as a city and is today one of the fastest growing cities on the Peninsula.

BUTANO (BOOT-ah-noh)—The Indian word means a "gathering place for friendly visits" and is today applied to a Creek, Falls and Forest in a mountain fastness thousands of acres in extent on the ocean side of San Mateo County.

BYRNE'S STORE AND ROADHOUSE—Called the "Mountain House" today, it is seen on the San Mateo-Half Moon Bay Road, on the right after crossing between the Spring Valley Lakes. It was established about 1857, by James Byrne.

CACHINETAC—An early day name for the tract which became the Rancho de las Pulgas. Probably a Costanoan Indian place name meaning "at Cachine," like Ulistac, which meant "at Ulis."

CAHILL RIDGE—West of Crystal Springs Lake between the San Mateo Creek and Pilarcitos Creek. One boundary of the Rancho Feliz. It was named for A. Cahill, who owned land in that locality.

CAMP FREMONT—Established at Menlo Park in 1917 as concentration and training camp. Maintained one and a half years with a peak of occupation of approximately 43,000 soldiers.

CANADA DEL DIABLO (Cahn-YAH-dah dell Dee-AH-bloh)—Spanish for Devil's Canyon, a name which did not persist for the beautiful canyon at Belmont in which Wm. C. Ralston maintained his palatial home.

CANADA DE RAYMUNDO (Cahn-YAH-dah day Rah-MOON-doh)—Spanish for Raymond Canyon. The Rancho of that name, lying along the Canada Road of today, was granted by the Mexican government to Lieut. John Coppinger.

CAREY'S RESORT—Named for its early day proprietor. As a way station on the stage line from San Mateo to Half Moon Bay it was also called San Feliz and was on the Rancho Feliz. The beautiful valley once occupied by the commodious square, gable-roofed road-side hotel, summer resort, farm and change station on the stage line, is now at the bottom of the lake whose waters are held back by the Skyline Bridge and Dam.

CASA GRANDE (CAH-sah GRAHN-day)—Big House. Name applied by Portola Expedition in 1769 to designate an Indian rancheria, with an exceptionally large tule hut, where the Gazos Creek empties into the Ocean on the Ocean Shore Highway.

CATTLE HILL—On the Rancho San Pedro, between Point San Pedro and the Sweeney Ridge to the east.

CHINA GRADE—A road leaving the Big Basin Road near the entrance to the California State Redwood Park, and following the ridge between the Pescadero Creek and the East Fork of Waddell Creek into San Mateo county. Said to have been built with Chinese labor for bringing out logs and bark in the early American period.

CITY OF NAPLES—A beach resort on the shore of Half Moon Bay, near Miramar.

CLARK'S LANDING—Established in 1873 below Ravenswood at the mouth of San Francisquito Creek. Once had commodious warehouses.

CLARK'S STATION—An old stage station in Pilarcitos Valley, on the old stage line to Half Moon Bay.

CORDILLERAS (Cohr-deel-YAY-rahs) — Little rope or cord. Mountainous ridge. The name of a creek which divides Redwood City and San Carlos.

CORRAL DE TIERRA (Cohr-RAHL day Tee-AYR-rah)—Early Spanish name for the Pillar Point ridge of land as it looked like a gigantic earth corral or barrier as it is an extensive mesa 181 feet in elevation forming the roadstead of Half Moon Bay. Early Americans applied the name "Snake's Head" to this point.

CORTE MADERA (COHR-tay Mah-DAY-rah)—Means the place of the cut wood, the clearing. Today there are two creeks to which the name is applied, in San Mateo County. It also named the Rancho del Corte de Madera, granted in 1833 to Don Maximo Martinez.

CRYSTAL SPRINGS—A stage station four miles from San Mateo where a large hotel was erected in 1869 at the base of the Sierra Morena. By building the Skyline Dam on San Mateo Creek the natural streams and lakes were extended to create Crystal Springs Lake covering 1438 acres and submerging the station site and parts of the Ranchos, Canada de Raymundo, Las Pulgas, Feliz and San Mateo.

DALY CITY—John Daly had a large dairy ranch here just outside the City of San Francisco. At the time of the earthquake of April 18, 1906, this vicinity was a place of refuge and temporary shacks then erected were gradually replaced by permanent homes. The city was incorporated March 20, 1911.

DEARBORN PARK—Named for Henry Dearborn, a lumberman with extensive holdings in early logging days. Located on Pescadero watershed between the Memorial Park and Pescadero.

DEATHSHEAD TREE—The Jepson Laurel or Bay Tree is found near the north end of the Crystal Springs Lake on the old Rancho Feliz, and is visible from the Crystal Springs-San Andreas road. Fifty-five feet in height and twenty-two feet and four inches around, this second largest laurel tree in California, stands as an old land-mark. In the days "before the gringoes came," the Spanish-Californians held barbecues beneath its huge spread of foliage. Even then a skull-and-cross-bones had been carved in the fork of this laurel, and no one now ventures to tell what it signifies.

DENNIS MARTIN CEMETERY—An early day cemetery established by Dennis Martin who came in 1844 with the first wagon train of record to cross the Sierras. He settled on the Sand Hill road near Woodside. It was he who, in the winter of 1844-1845 rescued the seventeen-year-old lad named Moses Schallenberger, from the cabin where one of the Donners died during the next winter. The Cemetery is found on Stanford University property adjoining the Sand Hill Road back of Menlo Park.

DENNISTON CREEK—Probably named for James G. Denniston, a state assemblyman from San Mateo County, whose assassination was attempted in 1861 by one Buckley, a secessionist. Denniston had come to California as a member of Stevenson's Regiment in 1847. Denniston Creek is on the Rancho Corral De Tierra granted to Francisco Guerrero, and both Guerrero and Denniston had married into the De Haro family.

DEVIL'S SLIDE—On the ocean side of Rancho San Pedro about mid-way between Point San Pedro and the Montara Light. Easily seen from the Ocean Shore Highway. It is also called Striped Rock.

DUELLING PLACE—Broderick-Terry Duel, 1859. Here U. S. Senator David C. Broderick and Judge David S. Terry fought on the field of honor, resulting in the death of Senator Broderick. Their meeting was on September 13, 1859. It will be found "in the lower or westerly end of the first small ravine, which connects with the easterly shore of Lake Merced, just south of the County Line between San Francisco and San Mateo." It is easily seen from the seventh tee of the San Francisco Golf Course.

DUMBARTON—Dumbarton Point is on the Alameda county side of San Francisco Bay, near Newark. The S. P. railroad bridge of that name crosses the lower Bay and saves twenty-six miles of railroad haul between San Francisco and Oakland and other East-bay points. A railroad station named Dumbarton on Bay shore in Alameda County. A highway toll bridge across Dumbarton strait called Dumbarton Bridge was completed in 1927.

EASTON—Formerly a railroad station established by Ansel M. Easton. With a slight change of location and a greater change in name it became the present day Broadway Station in Burlingame.

EDGEMAR—A hybrid English-Spanish word supposed to convey the thought that its location is at the "edge of the sea." It is located on the coast side and at the nothern end of Rancho San Pedro, just south of Mussel Rock.

EIKERENKOTTER'S—Store and Hotel in the old village of Searsville, when the logging industry was at its height. They stood near the Lodge at the present day entrance to Searsville Lake Grounds.

EL CAMINO REAL (Ell Cah-MEEN-oh Ray-AHL)—The royal road, or the King's Highway. Now a century and a half old, it follows the trail laid by the Padres. Here, barefoot, trudged the saintly Serra.

ELKSHEAD REDWOOD—Immense Redwood stump 28 feet in diameter, near Skylonda at the intersection of the La Honda Road and the Skyline Boulevard.

ELMAR (Ell-MAHR)—"The Sea." On the beach of Half Moon Bay between the town of that name and Miramar to the north. On the Vasquez part of Rancho Corral De Tierra.

EL PESCADERO REALENGO (Ell Pays-Cah-DAY-roh Ray-ahl-AYN-goh)—Name applied to the tract awarded to Don Juan Jose Gonzalez as the Rancho Pescadero in 1833. It meant "the fishing place on the King's land," and occupied the area between the town of Pescadero and the ocean.

EMBARCADERO (Em-bahr-cah-DAY-roh) — The embarking or loading place for ships. It was the name of Redwood City during the Spanish-Mexican period, but the early Americans insisted on "Redwood."

EMERALD LAKE—Unincorporated community in the hills west of Redwood City, popular for summer homes and week-end residence, and for permanent homes. Name apparently first used in print by George H. Irving in a real estate prospectus. Used today to designate Upper and Lower man made lakes, and also applied to the nearby Easter Bowl and Easter Cross.

FAIRVIEW CHURCH—Established in 1876 by the Fairview Congregational Society near Bellvale, between La Honda and San Gregorio. After discontinuance of activities, the property was sold about 1900.

FAIR OAKS—A postoffice two miles south of Redwood City, established October 26, 1867, with W. G. Rowe as postmaster.

FAMILY FARM—The beautiful playground of a prominent and exclusive San Francisco Club, near Portola on the Searsville Lake-Portola Road. Its talented members have produced many clever skits of the kind the famous Gridiron Club of newshawks produces in Washington, D. C.

FARALLONES (Fah-rahl-YOH-nays)—Rocky pointed islands in the sea, off the San Mateo county coast. They were sighted by the overland expedition of Portola in 1769 from the top of the Montara Mountain (often called Pedro Mountain) near Point San Pedro.

"FELTON GABLES"—Old home of Senator Charles N. Felton at Menlo Park. Now subdivided into home sites.

FIFIELD RIDGE—Lies between Lake San Andreas and Lake Pilarcitos, and to the west of the upper reaches of San Mateo Creek.

FILOLI—The palatial residence of the late Wm. B. Bourn on the upper Crystal Springs Lake west of Redwood City, along the Canada Road, northwest from Woodside. His motto was "Fight—Love—Live."

FIVE OAKS—The Peninsula home of the nationally known Pacific coast financier, A. P. Giannini, at 20 El Cerrito Avenue, San Mateo.

FRANCISCO HEIGHTS—Between Pillar Point at the northern extremity of Half Moon Bay, and Moss Beach to the north.

FRANKLIN POINT—On the ocean shore about midway between Pigeon Point and New Years Point further south. May have been

named from the wrecking January 17, 1865, of the American clipper ship "Sir John Franklin," in that vicinity, with the loss of twelve or more lives.

FRENCHMAN'S CREEK—On the Vasquez portion of the Rancho Corral De Tierra north of Half Moon Bay.

GAZOS (GAH-zohs)—Probably a corruption of Garzas meaning "a heron or crane." So Gazos Creek on the Ocean Shore Highway half way between Pigeon Point and Franklin Point to the south is just 'Crane Creek" in Spanish.

GORDON'S CHUTE—A landing and loading place near Tunitas Beach north of San Gregorio which was established in 1873. Coast side producers loaded whole carloads of produce on a movable apron which when lowered slid the cargo into the hold of the vessel. It finally became unsafe, was condemned, and fell into decay.

GRABTOWN—An early day trading center and store, about two miles west of Kings Mountain House and overlooking Purisima Canyon. A lack of salespeople in the store may have led to the customers grabbing what they wanted to buy. It was a busy place when the logging industry was at its height.

GRANADA (Grah-NAH-dah)—Means the pomegranate. Once a station on Ocean Shore Railroad. North of town of Half Moon Bay, it is a neighbor of Miramar and Princeton, on Ocean Shore Highway as it skirts the crescent of Half Moon Bay.

GREAT OAK—At Placitas Avenue entrance into Middlefield Road in North Fair Oaks section south of Redwood City, stands the Great Oak, an immense live oak believed to be the oldest of its kind in San Mateo County.

GREER ADOBE—The Hacienda of the Rancho Canada De Raymundo known as the Greer Adobe stood in the forks of the La Honda Highway and the Kings Mountain Road just beyond the present day Woodside. All that remains is part of the adobe walls of what was originally the carriage house, encased within the wooden walls of the present day structure.

GREERSBURG SCHOOL—Name applied to the public school at Woodside because the site was given in 1851 by Capt. John Greer who acquired the Rancho Canada De Raymundo by marrying the widow of Lieut. John Coppinger, the grantee.

GUADALUPE VALLEY (Gwah-dah-LOOP-ay)—Along the Guadalupe Creek north of San Bruno Mountain on the Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo granted to Jacob P. Leese in 1841.

HALF MOON BAY—Town on Coast side named from the crescent shaped bay of the same name. With the influx of the Americans the

Spanish-Californians had a tendency to withdraw to themselves and with the Miramontez and Vasquez families as a nucleus, many were attracted to this vicinity. Hence its former name of "Spanishtown." The plat of Spanishtown was made shortly after the partition of the Rancho Miramontez in 1863. The Cemetery at Half Moon Bay dates from 1850. Tiburcio Vasquez built the first house in 1848.

HARRINGTON CREEK—Empties into San Gregorio Creek just beyond La Honda. It is said to have been named for George Harrington, who owned timber land on its headwaters in early days.

HARRISON CANYON—The San Mateo County Memorial Redwood Park of 310 acres is located in Harrison Canyon about seven miles east of Pescadero, on the Pescadero Creek. It was acquired in 1922. The Harrison Postoffice was at today's Loma Mar.

HAWES PARK—Municipal Recreation Park in Redwood City named for Horace Hawes, a prominent attorney and resident of Redwood City, who as State Senator in 1856 introduced the so-called "Consolidation Act" which created the City and County of San Francisco, and eliminated from the County of San Francisco the southern part, which became San Mateo County.

HAYWARD PARK—A residential section of the City of San Mateo named for Alvinza Hayward, an early day financier and former owner.

HILLSBOROUGH—Incorporated in 1910, it is a city of the sixth class, but is technically the 'Town of Hillsborough." It is literally a hill town or borough of estates, with no commercial street or buildings.

HOSPICE—Built as a Halfway House between Mission Dolores and Mission Santa Clara. The site of this long, low adobe and tile covered building is on the north bank of the San Mateo creek where it crosses El Camino Real and opposite the Mills Hospital in the City of San Mateo. It was described by Alfred Robinson who saw it in 1830, and by Bayard Taylor who saw it in ruins in 1849. No vestige of it remains, as the walls crumbled and fell during an earthquake in 1868. Tile from its roof are with other ancient tile on the Railway Station of the Southern Pacific at Burlingame.

HUDDART PARK—A mountain tract of nearly one thousand acres north and west of Woodside, left by will of J. M. Huddart to the City of San Francisco in 1935.

ISLAM SHRINE REDWOOD PARK—Fourteen hundred acre recreational area among the redwoods along Oil, Slate, Peters and Pescadero Creeks, which belongs to an organization composed of members of the Islam Temple of the Mystic Shrine at San Francisco. The old cabin occupied by Chris Iversen on property acquired by him in 1889 is located in the Shrine Park.

JOHN D. DALY LIBRARY

JEPSON LAUREL—The second largest baywood or laurel tree in California, named for Dr. Jepson, the authority on trees. Also called the Deathshead Tree because of a "skull-and-cross-bones" carved on it many years ago. It is fifty-five feet in height and twenty-two feet and four inches around. Barbecues and dances were held beneath its huge spread of boughs by the early Spanish-Californians. Located at the north end of Crystal Springs Lake, on the Crystal Springs-San Andreas road.

JUNIPERO SERRA BOULEVARD (Hooh-NEEP-ay-roh SAYR-rah)—A Peninsula highway starting in San Francisco at the St. Francis Wood intersection of Sloat Boulevard and Portola Drive and running parallel to El Camino Real as far as built and projected.

KINGS MOUNTAIN HOUSE—A mountain tavern operated by the late Mrs. Honora King, for many years. When the tavern was discontinued the name clung to the vicinity without the word "House." Technically, there has never been any elevation in that section designated as Kings Mountain. The range is properly called the Sierra Morena—brown mountain. The Kings Mountain Road is the old toll road from Woodside, which intersects the Skyline Boulevard where the Kings Mountain House once was.

LAGUNA SALADA (Lah-GOON-ah Sah-LAH-dah)—The Salt Lagoon is at the intersection of the Sneath Road and the Ocean Shore Highway, in the vicinity of Salada Beach and the Sharp Park Golf Course.

LA HONDA STORE (Lah OHN-dah)—Also called the "Bandit Built Store," at La Honda, as it was erected for John H. Sears by Jim and Bob Younger of the "Younger Brothers," the bandits, who could handle saws and hammers if dire necessity came.

LAKES—

Crystal Springs—Clear spring water.

Lucerne—When the Spanish "Laguna De Arroyo De Los Frijoles" became the American "Bean Hollow Lagoon," some one recalled the story of William Tell and one of the most beautiful sheets of water in Europe, and its name became Lake Lucerne.

Pilarcitos (Pee-lahr-SEE-tohs)—This lake was made by impounding the waters of a creek of that name, which means "little stone pillars."

San Andreas (Sahn Ahn-DRAY-ahs)—Saint Andrew. Usually spelled "San Andres" in Spanish. Impounds the water of the valley of the same name.

Searsville—Perpetuates the name of the thriving town of the early logging days, which took its name from John H. Sears, who built the Sears Hotel there in 1854.

JOHN D. DALY LIBRARY

LANGLEY HILL—Said to be named for Laban Langley, an early settler in San Mateo County. Elevation of 2,242 feet. Found northeast of La Honda and west of the Skyline Boulevard.

LAS AURAS (Lahs AH-ooh-rahs)—The gentle breezes. The early Spanish-Californians called the foothill boundary of the Rancho Corral De Tierra, "Cumbre De Los Auras," the Crest of Gentle Breezes.

LAS PULGAS (Lahs POOL-gahs)—The Fleas. The Rancho de las Pulgas, the Alameda de las Pulgas and other uses of the name came from the incident of October 27, 1769 when the Portola Expedition camped on the south bank of Purisima Creek, near the Ocean Shore Highway and the ocean, and called the Indian village on the north bank "Rancheria de las Pulgas" because soldiers who tried to sleep in some abandoned tule huts were covered with fleas.

"LAURISTON"—The Estate of Herbert E. Law on the Alpine Road in the Canada Del Corte Madera. A part of the Rancho Del Corte de Madera, granted to Don Maximo Martinez and Don Domingo Peralta in 1833 by the Mexican government.

LOBITOS (Loh-BEE-tohs)—Little wolves, perhaps sea-wolves or seals. Name of canyon and creek on the Rancho Canada Verde y Arroyo de la Purisima between Half Moon Bay and San Gregorio to the south.

"LOS COCHENITOS" (Lohs Coh-chay-NEE-tohs)—The Little Pigs. An early name applied to the tract granted to Governor Luis Antonio Arguello as the Rancho de las Pulgas.

LOS TRANCOS (Lohs TRAHN-cohs)—The Bars, as of a gate. The threshhold or entrance. Los Trancos Creek joins the San Francisquito near Stanford University.

MANHATTAN BEACH—Near Miramontez Point south of Half Moon Bay and on the Rancho Miramontez granted to Don Candelario Miramontez in 1841.

MARINE VIEW HOTEL—Hotel on Ocean Shore Highway at Moss Beach.

MARTIN'S BEACH—Formerly owned by, and named for, Nicholas Martin, who came to California in 1850 and became a prosperous rancher of the Coast side. It is about mid-way between Half Moon Bay and San Gregorio, and near the mouth of Lobitos Creek. Now a seaside cabin resort known as a place to "jump" for smelt.

MARTINI'S CREEK (Mahr-TEEN-ee)—Crossed by the Ocean Shore Highway about a mile and a quarter north of the Montara Light. Notable as the location of camp of the Portola Expedition, October 30th, 1769, called by them El Rincon De Las Almejas—"the corner of the mussels," which food saved the expedition.

MEMORIAL PARK—San Mateo County Memorial Park of 310 acres in Harrison Canyon on Pescadero Creek. A recreational park maintained in memory of services in the World War.

MENLO PARK—First incorporated March 23, 1874, to enable improvement of streets. The incorporation was allowed to lapse and was renewed only on November 15, 1927. Named for Menlo Park, Ireland, as interested property holders came from Galway.

MEZESVILLE (MAYZ-ays-vill)—Early day name for Redwood City. An original survey still bears that name. In January, 1854, S. M. Mezes, one of the proprietors of the Rancho de las Pulgas, laid out and platted the Town of Mezesville. The Plat was filed for record in San Mateo County August 1, 1856.

MILAGRA VALLEY (Mee-LAH-grah)—Miracle Valley. On the coast side just north of Laguna Salada, at the nothern extremity of the Rancho San Pedro granted to Don Francisco Sanchez in 1839.

MILLBRAE—Perpetuates the name of the prominent California family founded by D. O. Mills, whose estate called ' Millbrae" was here located. Brae in Scotland and parts of England denotes a hillside or slope. Between the railroad and El Camino Real, opposite the entrance to the Mills Estate, stood an adobe Ranch House of the Rancho Buri Buri granted to Don Jose Antonio Sanchez in 1835, and provisionally given him eight years before.

MILLS FIELD—Name by which the municipal flying field of San Francisco was first called. It is now officially the San Francisco Municipal Airport. The flying field was acquired from the Mills Estate and borders on San Francisco Bay.

MINDEGO (Probably corruption of Mendigo [Mayn-DEE-goh] meaning Beggar in Spanish)—The Creek of this name joins with the La Honda to make San Gregorio Creek near La Honda. The Hill so called has an elevation of 2,127 feet and lies east of La Honda. It constitutes part of the area drained by Mindego Creek. The family name which gave it origin was Mendicoa or Mendigo.

MIRAMAR (Mee-rah-MAHR)—Behold the Sea. On the beach of Half Moon Bay north of town of Half Moon Bay, and on the Vasquez portion of Rancho Corral De Tierra.

MIRAMONTEZ (Mee-rah-MOHN-tays)—Name of Rancho Miramontez given to Don Candelario Miramontez in 1841 and also Miramontez Point on the ocean shore of the Rancho. Miramontez meant "behold the mountains."

MONTARA (Mohn-TAHR-ah)—A family name meaning "mound of earth." Beside the community of Montara and the Montara Light, this name officially belongs to the mountain usually called Pedro Moun-

tain. Its name is really Montara Mountain, though its abrupt approach to the sea is properly Point San Pedro.

MORGAN OYSTER HOUSE—Marks the location off shore from the San Francisco Municipal Airport where oyster-beds were established about 1872 by the Morgan Oyster Co. A champagne basket full of eastern oysters were first planted as an experiment. In 1882 two cars of ten tons each were transplanted from the east, and later ten cars were sent. The venture did not meet expectations.

MOSS BEACH—Coastside town on the Ocean Shore Highway. The under sea plant life at this beach is said to have been reported as among the most remarkable on the Pacific Coast by no less an authority than Dr. David Starr Jordan. Its Marine Gardens await the development they so well merit.

MOUNTAIN HOME RANCH—Now known as the Hooper Estate, between Woodside and Searsville Lake. Here stands the "Old Adobe" built by Charles Brown (Carlos Morena) on his Mountain Home Ranch one hundred years ago. Though a century old, it is still habitable and occupied.

NATIVE SONS' PARK—A Redwood Recreation Park owned by the Native Sons of the Golden West in Tunitas Glen about midway between Kings Mountain on the Skyline Boulevard and Tunitas Beach.

NEW YEARS POINT—On the ocean shore at the extreme southwestern corner of San Mateo County. Its Spanish name, Punta Del Ano Nuevo, "Point of the New Year," was applied by Vizcaino in 1603, as it was the first promontory sighted in the new year as they sailed up the coast after having spent Christmas and New Years at Monterey Bay.

OAK GROVE—In the seventies people living where Burlingame is, took trains to the city at Oak Grove crossing. James R. Murphy, City Clerk of Burlingame, says: "In 1889 Burlingame was shown on timetables and freight tariffs as 'Oak Grove'."

OCEAN SHORE RAILROAD—A coast side railroad projected from San Francisco to Santa Cruz. It was constructed from both ends and was operated as partially completed, but never operated for its full length. Tunitas Beach was the operating terminus from San Francisco.

OLD TILES IN A NEW TOWN—On the roof of the S. P. station in Burlingame are to be found ancient tile from the Mission San Antonio de Padua, built near King City, California, in 1771. They are easily distinguished, on the roof of the south wing of the station, by their weathered appearance. Here, too, are other ancient tile from the "Hospice" which stood on El Camino Real at the San Mateo Creek.

ORMONDALE RANCH—A famous Ranch near Portola and Searsville Lake (part of Rancho Canada del Corte Madera) where the undefeated race-horse Ormonde came from England by way of Argentina, and where he ended his days. No wonder he cost more than any horse in the world to that date (1893). He, his father, both grandfathers, one great grandfather, and even a great-great-grandfather, had each won the English Derby in his day. Today he stands mounted beside his father and a grandfather in the British Museum.

OX HILL—Across the Crystal Springs Lake from the Skyline Boulevard Bridge and Dam over San Mateo Creek, about three miles west. Elevation 1,680 feet.

PACIFIC CITY—On the Bay Shore at the end of Howard Avenue, Burlingame, and adjoining Bayshore Boulevard. Before being launched as an amusement and recreation beach, it was known as San Mateo Beach. It is now called Peninsula Beach.

PACIFIC STUDIOS—Erected for a motion picture studio on Peninsular Avenue, which divides San Mateo and Burlingame, it has operated under various names, another being Graf Brothers Studios.

PALOMARES RANCHO (Pah-loh-MAHR-ays)—A name sometimes applied to the Guerrero or Palomares portion of the Rancho Corral De Tierra bordering the Half Moon Bay. The grantee's full name was Don Francisco Guerrero y Palomares. His father was a Guerrero, and his mother a Palomares. Though a family name, the word Palomares means "dove-cotes."

PEAK MOUNTAIN—North Peak (1,700 feet) and South Peak (1,600 feet el.) are really parts of the Montara Mountain ridge, east of Devil's Slide on the coast side.

PEBBLE BEACH—South of Pedro Point, near Lake Lucerne on the Ocean Shore Highway. This Beach became the property of San Mateo County by act of the State Legislature in 1893, but before that it was famous for the highly polished and brilliantly colored pebbles to be found after any considerable storm. Loren Coburn, who owned thousands of acres of land, including that adjoining Pebble Beach, erected a large and beautiful Pebble Beach Hotel, which came to be known as "Coburn's Folly" and he as "the poor little rich man of Pescadero." Until very recent years the immense hotel stood as a picture of desolation.

PESCADERO (Pays-cah-DAY-roh)—A town in the southwestern part of San Mateo County on a creek of the same name, near the ocean shore and Pescadero Point. The word means "a fishing place" or fish-seller. In 1833 Don Juan Jose Gonzales received the Rancho Pescadero or San Antonio from Governor Figueroa, and he it was who built an adobe in 1852, the first house in the town.

PIGEON POINT—Said to have been named for the clipper ship "Carrier Pigeon" wrecked there on May 6, 1853, with a loss of many passengers. It is six miles south of Pescadero and was called Punta Ballena (POON-tah Bal-YAY-nah) Whale Point, by the Spanish-Californians. The Pigeon Point Light was established November 15, 1872, and the construction cost $125,000. The lens in the Light, originally in service on the Coast of Maine, must feel very much at home as it looks on the nearby precipitous coast line. Legend has it that this lens was hidden in the sands of the South Atlantic Coast, during the Civil War to keep it from the Confederate forces.

PILARCITOS (Pee-lahr-SEE-tohs)—Little pillars of stone. Name of the Creek where the Portola Expedition camped (at Half Moon Bay) in October, 1769. Also the name of a Lake made by impounding the waters of Pilarcitos Creek near its source.

PILLAR POINT—Called the Corral De Tierra (Cohr-RAHL Day Tee-AYR-rah)—"The earth corral," by the early Spanish-Californians. Sometimes called "The Snake's Head" by the Americans. Its elevation of 181 feet and its extent makes a great earthen barrier at the northern extremity of Half Moon Bay.

POMPONIO (Pohm-POHN-ee-oh)—Creek named for Chief Pomponio who dwelt near its source, in the vicinity of the County Memorial Redwood Park. He was finally executed for murder in 1824 during the time Don Luis Antonio Arguello was the Mexican governor of California.

PORTOLA—Properly pronounced (Pohr-toh-LAH) by all good authority. Comandante Gaspar de Portola was the leader of the famous Expedition which discovered San Francisco Bay in 1769. The name of the community of Portola, near Woodside, is invariably called (Pohr-TOH-lah).

PORTOLA EXPEDITION CAMPS—The Portola Expedition left San Diego July 14, 1769, and returned to that place about January 24, 1770, having undergone extreme hardship but without the loss of a human life. The make-up of the Expedition was: Comandante Don Gaspar de Portola, Padres Crespi and Gomez, Captain Rivera, Sergeant Ortega and twenty-six "leather-jacket" soldiers, Ensign Constanso, an Engineer, from the Regular Army, some servants and mission Indians from Lower California, in all about sixty-four persons.

They travelled with a pack train in four divisions, having about one hundred pack mules and a "caballada" and "mulada" (horses and mules) for relays. When they left Monterey Bay, without having recognized it, on October 6th and 7th seventeen men were on the sick list and eleven had to be carried on litters, or wooden frames raised to the backs of mules.

Long halts were necessary because of the serious condition of the sick, but on October 17 they crossed and named the San Lorenzo River and on October 20 they were camping at what is now Waddell Creek, the Rancho del Oso or Ranch of the Bear. Here they entered what is now San Mateo County.

Camp No. 1—October 23, near mouth of Gazos Creek, named La Rancheria de la Casa Grande (Village of the Big House).

Camp No. 2—October 24, guided by two Indians from Casa Grande they made camp at an Indian rancheria on San Gregorio Creek about half a league from its mouth, between San Gregorio Store and Beach. Tired and sick, they rested over the 25th and 26th.

Camp No. 3—On October 27, they travelled and camped on the south bank of Purisima Creek where Costanso named the Indian village on the north bank "Las Pulgas" because soldiers who occupied some abandoned huts were covered with fleas.

Camp No. 4—October 28, they travelled across the "Plain of the wild geese" and camped close to the mouth of Pilarcitos Creek (Half Moon Bay today), where they noted Pillar Point. Portola himself was very ill and they rested here over Sunday, the 29th.

Camp No. 5—October 30, they travelled to a stream about one and one-fourth miles north of Montara Light where their way was blocked by the Montara Mountain. This stream known today as Martini's Creek was named El Rincon de las Almejas or "the corner of the mussels," which food was badly needed. Here Sergeant Ortega, with a small party, was sent to break a trail over the mountain barrier.

Camp No. 6—October 31, they climbed the trail cut by Ortega and from the mountain top they sighted Point Reyes forty miles away to the north and also the Farallones to the west northwest. They then dropped down to a lagoon reaching what is today San Pedro Creek and camped near an Indian village. They remained here until the morning of November 4th. After mass on the morning of November 1, Portola sent Sergeant Ortega and a party of soldiers on a scouting trip not to exceed three days in time. This was the day Ortega saw the southeast arm of the San Francisco Bay, but could not report that fact until his return the night of November 3. On November 2, Father Crespi asked Portola to allow some of the soldiers to hunt deer which had been sighted and upon their return that night they reported having seen an immense arm of the sea.

They were still seeking Monterey Bay where they hoped to find a supply ship, and on the night of November 3, Sergeant Ortega's party returned firing guns as a signal of good news because they believed the Indians had told them that only two days distant from their camp was "a port and a ship therein." They confirmed the report of the hunters, as they, too, had seen a great estuary or arm of the sea. It was decided

to explore around the south and southeastern shore of this great arm of the sea.

Camp No. 7—November 4, having feasted on mussels at San Pedro Cove and being in better spirits, they prepared to move to the east and south. Upon reaching the crest of the range trending northwest and southeast, they descended and entered the Canada de San Andreas, down which they travelled about one mile and halted at sunset at a lagoon the site of which is now covered by Lake San Andreas.

Camp No. 8—November 5, they moved south southeast, their trail covered today by the Crystal Springs Lakes, and camped at a "laguna grande," now covered by the Upper Lake, about two miles south of the Dam over which the Skyline Boulevard passes. Their travel account records that the mountain on their right was beautiful with groves of oak, redwood and other trees and dotted with meadow lands.

Camp No. 9—November 6, they travelled to the now famous Palo Alto Tree where they camped on the north bank of San Francisquito Creek where a nursery occupies the site between the Camino Real and the Southern Pacific railroad. Here the Expedition rested while Ortega was dispatched to skirt the Bay and find "the port and ship therein." He returned on the night of November 10 with word that the ship had not been found and that his way had been barred by hostile tribes, burned plains and another immense arm of the sea. Discouraged, they decided to return the way they had come.

Camp No. 10—November 11, they travelled two leagues on the back trail and camped in what is now the south end of Canada de Raymundo near the present Woodside.

From this place they returned to San Diego to report their inability to find Monterey Bay (having failed to recognize it even on their return trip) but later to gain the greater credit of having discovered the Bay of San Francisco.

PULGAS RIDGE (POOL-gahs)—Just east of the Crystal Springs Lakes and paralleling the road from the County Relief Home to where it joins the Crystal Springs road to San Mateo.

PUNTA DEL ANO NUEVO (POON-tah Dell AHN-yoh Nooh-AY-voh)—Point of the New Year. Named by Vizcaino in January, 1603, as he sailed north from Monterey Bay. The Lighthouse and Fog Signal on New Years Island were established about 1872.

PURISIMA (Pooh-REES-ee-mah)—Most Pure, or Immaculate. Name applied to a Creek which was the northern boundary of the Rancho Canada Verde y Arroyo de la Purisima granted to Don Jose Maria Alviso in 1838.

RANCHO DEL REY—The Rancho Buri Buri was once the "Rancho del Rey," or Rancho of the King, according to Bancroft's His-

tory of California—"The Royal Rancho had been founded here (S. F.) in 1777, with 115 head of cattle, which were pastured on the hills about the Presidio. The animals multiplied rapidly notwithstanding annual slaughter in the later years and the ravages of wild beasts, so that in 1791 they numbered over 1200. At the end of March this year the cattle were transferred to Monterey, except a few milch cows which the soldiers were allowed to keep. * * * * * In 1796, at the suggestion of Sal (Comandante), Borica (Governor) determined to re-establish a branch of the Rancho Del Rey, and this was accomplished in September, 1797, two hundred and sixty-five cattle being purchased from the Missions and placed at Buri Buri between San Bruno and San Mateo. The Viceroy in March, 1797, ordered the Rancho maintained, notwithstanding the opposition of the friars."

That the Rancho de las Pulgas was also a part of the Rancho Del Rey, is evidenced by the following excerpt from the opinion rendered by the U. S. District Court in Arguello vs. United States.

"Don Jose Arguello was for many years Commandant of the Presidio of San Francisco; he was succeeded in the Command by his son Don Luis. As early as 1797, the King's horses were pastured and herded on this Rancho. As early as 1804, soldiers under the Command of Don Jose, resided in huts on the land included in the grant made to the appellants (Arguellos) in 1835, and had charge of cattle said to belong to the Commandant, Don Jose. The sheep of the neighboring Mission of Santa Clara were sometimes pastured on it. The King's cattle, as well as those of the Commandant, were pastured on it as late as 1821. After the death of Don Jose, his son and successor in office, Don Luis, continued the occupation of it, by his herds and herdsmen. The cattle on this Rancho, at some seasons, wandered over the valley of Raimundo, and to the foot of the Western Sierra. Don Luis also cut timber at one time on the hills west of said valley.

"About 1821, Gov. Sola had the King's cattle removed, and permitted Don Luis to remain in possession of the Rancho, which he continued to claim as his own up to the time of his death (1830), though he took no steps toward obtaining a definite title."

RANCHOS

Rancho Buri Buri—(BOOR-ee BOOR-ee).

Rancho Butano—(BOOT-ah-noh).

Rancho Canada del Corte de Madera—(Cahn-YAH-dah dell COHR-tay day Mah-DAY-rah).

Rancho Canada de Raymundo — (Cahn-YAH-dah day Rah-MOON-doh).

Rancho Canada de Verde y Arroyo de la Purisima—(Cahn-YAH-dah day VARE-day ee Ahr-ROY-oh day lah Pooh-REES-ee-mah).

Rancho Canada Guadalupe la Visitacion y Rodeo Viejo—(Cahn-YAH-dah Gwah-dah-LOOP-ay lah Vee-see-tah-see-OHN ee Roh-DAY-oh Vee-AY-hoh).

Rancho Corral de Tierra—(Cohr-RAHL day Tee-AYR-rah).

Rancho Feliz—(Fay-LEES).

Rancho Laguna de la Merced—(Lah-GOON-ah day lah Mayr-SAYD).

Rancho las Pulgas—(Lahs POOL-gahs).

Rancho Miramontez or San Benito — (Mee-rah-MOHN-tays, Sahn Bay-NEE-toh).

Rancho Pescadero or San Antonio—(Pays-cah-DAY-roh, Sahn Ahn-TOHN-ee-oh).

Rancho Punta del Ano Nuevo—(POON-tah dell AHN-yoh Noo-AY-voh).

Rancho San Gregorio—(Sahn Gray-GOHR-ee-oh).

Rancho San Mateo—(Sahn Mah-TAY-oh).

Rancho San Pedro—(Sahn PAY-droh).

RAVENSWOOD—Name of a Point on the Bay shore, a station on the Dumbarton cut-off of the Southern Pacific railroad, and a nearby slough. Launched as a town in 1853 when plans were made to make it the western terminus of the Central Pacific which was expected to cross the southern arm of San Francisco Bay by means of a bridge. Piers, warehouses, homes and a store were erected that year and a thriving business was had for a while. The millions of dollars required for the bridge led to a postponement and the business flurry subsided. A revival occurred about 1874 when Cooley Landing and Clark's Landing were in operation.

REDONDO (Ray-DOHN-doh)—Round. A beach resort between Half Moon Bay and Miramontez to the south.

REDWOOD CITY—Was called "Cachinetac" by the Indians, "Embarcadero" by the Spanish-Californians, and "Redwood" by the early Americans, who disliked the Spanish name. The first house was built in 1853. In January, 1854, it was platted by S. M. Mezes as the town of Mezesville, which name was officially applied in August, 1856. When it was incorporated on May 11, 1867, it became Redwood City, due to the extensive redwood lumbering and shipping activities which denuded the nearby hills of a magnificent stand of giant virgin redwood trees.

REDWOOD HIGHLANDS—Residential section of Redwood City formerly called Dingee Park.

REDWOOD PARK—A mountain resort on the Skyline Boulevard at the headwaters of Purisima Creek.

RIVIERA (Ree-vee-AY-rah)—A name reminiscent of the Mediterranean playground, applied to a beach resort near Seal Cove south of Moss Beach on the ocean shore.

ROCKAWAY BEACH—A scenic beach resort, village and fishing place on the old Rancho San Pedro about midway between Laguna Salada and San Pedro Cove.

RUNNYMEDE—A colony established by Charles Weeks on the north side of the San Francisquito Creek and adjoining the San Francisco Bay. Maybe this advocacy of "an acre and independence" recalled the occasion when the barons wrested from King John that great charter of freedom—the Magna Charta, on the bank of the Thames River. He named his colony "Runnymede" after the historic English meadow. The "Weeks Plan" of intensive farming and poultry raising had only a mediocre success and today a more diversified system includes many berry farms.

SALADA BEACH (Sah-LAH-dah)—Salty. A beach town near Laguna Salada on the Ocean Shore Highway, not far south of San Francisco.

SAN ANDREAS (Sahn Ahn-DRAY-ahs)—Saint Andrew. Properly spelled "San Andres" in Spanish. This name is also applied to the Canyon in which Lake San Andreas, the most northern of the Spring Valley Lakes, is found.

SAN BRUNO (Sahn BROON-oh)—Saint Bruno was the founder and first Abbot of the Carthusian Order, members of which speak only once each week, never eat meat and labor incessantly. The City of San Bruno was incorporated December 18, 1914, but the vicinity was one of the first settled in San Mateo County, and is part of the Rancho Buri Buri granted to Don Jose Antonio Sanchez, provisionally about 1827 and more fully in 1835. It was here that Lieut. Washington A. Bartlett (later Governor of California) was captured by Mexican forces under Comandante Francisco Sanchez, of the San Francisco Presidio, in 1846. San Bruno Mountain and San Bruno Point, which lie north and east of South San Francisco, also bear this name.

SAN CARLOS (Sahn CAHR-lohs)—Saint Charles. The City of San Carlos, adjoining Redwood City on the north, was laid out as a town-site about 1890 and became a city of the sixth class by incorporation on July 6, 1925. It bears the name of the first ship to enter San Francisco Bay August 5, 1775. The Peninsula ranch home of Governor Luis Antonio Arguello, the grantee of the Rancho de las Pulgas, was in San Carlos, at the intersection of Cedar and Magnolia Streets.

SANCHEZ ADOBE (SAHN-chays)—"El Viejo de Sanchez" is said to have been reconstructed in 1817 with materials from a Spanish vessel wrecked and driven on the beach at Point San Pedro. Repaired

again in 1842, it was also further restored by General Kirkpatrick, then owner, in the late eighties. The Rancho San Pedro, for which it was the Ranch House, was formally granted to Don Francisco Sanchez on January 26, 1839, but mention was made of the Rancho San Pedro as early as March 13, 1793, in connection with the visit of an English vessel (Capt. Brown) "which anchored beyond Point Almejas opposite San Pedro Rancho" on that date.—Bancroft's Hist. of Calif.

SAND HILL ROAD—Runs from the San Francisquito Creek back of Menlo Park to Searsville Lake. Here Dennis Martin settled about 1845 and soon donated land for the St. Denis Church and Cemetery.

SAN FELIZ STATION—A stage station operated by Domingo Feliz when Concord Coaches made a daily trip with the mail from San Mateo to Pescadero and Santa Cruz. This station was on the Rancho Feliz granted to Domingo Feliz in 1844.

SAN FRANCISQUITO (Sahn Frahn-sees-KEE-toh)—Little Saint Francis. Name applied to the creek which marks the San Mateo County line near Palo Alto.

SAN GREGORIO (Sahn Gray-GOHR-ee-oh)—Saint Gregory. In the neighborhood of the town of San Gregorio, on the Creek of the same name, west of La Honda, the Portola Expedition of 1769 made one of their coast side camps on October 24, 25 and 26. There was an unoccupied Indian Rancheria there. The Indians seemed to have returned from their summer homes to their winter quarters in the nearby redwoods.

SAN LUIS (Sahn LOOH-ees)—A name once applied to the tract finally granted as the Rancho Las Pulgas to Don Luis Antonio Arguello, a Governor of California.

SAN MATEO (Sahn Mah-TAY-oh)—Saint Matthew. This name was applied to the Creek, the Rancho, the County, the City, the Point, and the Bridge in the order named.

SAN PEDRO (Sahn PAY-droh)—Saint Peter. This name rightly applies to the Creek, Valley, Cove, and the Point San Pedro, as well as the Rancho San Pedro, but the mountain sometimes called by this name is officially the Montara Mountain.

SAN VICENTE (Sahn Vee-SAYN-tay)—Saint Vincent. The name of a Creek on the Guerrero y Palomares part of the Rancho Corral de Tierra, and which enters the ocean just south of Moss Beach.

SAWYER'S CAMP—Sawyer was a trainer of circus horses at his Camp in the San Andreas Canyon. He was an habitue of the Crystal Springs resort along with Carento Idalzo, a fat Indian, who was a surprisingly fast one hundred yard dash man, when Sawyer's money was backing him.

SAWYER RIDGE—The elevation west of the Spring Valley Lakes paralleling the San Andreas road and the upper San Mateo Creek before it reaches the Crystal Springs Lake.

SCARPER PEAK—Elevation 1,932 feet. Just south of the Pilarcitos Lake, and constitutes a part of the range of peaks officially called the Montara Mountain. The name was originally "Scarpa" from a family residing in that section.

SEARSVILLE—A flourishing village which existed for forty years on a site now partly inundated by Searsville Lake. There were stores, hotels, schools, blacksmith-shop and post-office. Its death blow came in 1890 when the Spring Valley Water Company conceived the idea of storing water and diverting it by tunnel to the Crystal Springs Lake.

SEQUOIA (See-KWOY-ah)—The California Redwoods and the California Big Trees were called Sequoia sempervirens and Sequoia gigantea, respectively, to honor Sequoia (George Guess), a Cherokee Indian chief who invented the Cherokee alphabet for his people. The Sequoia Union High School has been in operation in Redwood City since September 16, 1895. David A. Curry, subsequently in charge of Camp Curry in Yosemite Valley, was the first principal.

SHARP PARK—A municipal park of the City of San Francisco bearing the name of the donor. It is located on the Ocean Shore Highway and along the Sneath Road near Laguna Salada. It includes the municipal Golf Course and Club House.

SHELTER COVE—A coast side resort on the tip of San Pedro Point.

SIERRA MORENA (See-AY-rah Moh-RAY-nah)—Brown Mountain. Usually applied to the southern part of the mountainous crest of the San Francisco Peninsula, the Half Moon Bay Road dividing the Montara Mountain on the north from Sierra Morena to the south. Its elevation is 2400 feet near the Skeggs Observation Point on the Skyline Boulevard.

SIERRA DE PINABETES (See-AY-rah day Peen-yah-BAY-tays)—Pine Tree Mountain. Early Spanish name for the Peninsula Ridge in San Mateo County.

SKEGGS OBSERVATION POINT—A parking area adjoining the Skyline Boulevard, southwest of Redwood City, bearing the name of the district engineer instrumental in its establishment. From this vantage point travellers may view the Bay and the bayshore cities, look down upon the red-tiled buildings of Stanford University and see the Campanile at the University of California across the Bay. Mounts Hamilton, Diablo and Tamalpais skirt the horizon, and within a few minutes a view can be had of the ocean shore and the crescent of Half Moon Bay. A nearby point of Sierra Morena has an elevation of 2400 feet.

SKYLINE METHUSELAH REDWOOD—This ancient Redwood tree is on the Skyline Boulevard 2.6 miles south of Kings Mountain. Already more than a thousand years old when America was discovered, it is more than 55 feet around. To fully appreciate its size and age, follow the footpath around its base.

SNAKE'S HEAD—The name applied by early Americans to the promontory at northern end of Half Moon Bay. The Spanish-Californians called it the "Corral de Tierra," the earthen corral or barrier. Its official name today is Pillar Point. It was sighted and reported as early as 1585 by Francisco de Galli, captain of a ship returning from the Philippine Islands to Acapulco, Mexico.

"SPANISHTOWN"—The former name applied to Half Moon Bay, because of the tendency of the native Californians to gather there when the influx of Americans began. The Vasquez and Miramontez families occupied opposite banks of Pilarcitos Creek and were the nucleus of the Spanish-Californians. The plat of Spanishtown was made soon after the partition of the Rancho Miramontez in 1863.

SPRING VALLEY RIDGE—Adjoins Lake Pilarcitos on the north and points toward San Pedro Point to the northwest. It was part of the watershed of the Spring Valley Water Company acquired by the City of San Francisco.

SQUEALER GULCH—Is crossed by Kings Mountain Road about a mile above the "Old Woodside Store." Named for a nearby resident called "Squealer Bob" Gibson, due to his high-pitched voice.

ST. DENIS CEMETERY—Near the Sand Hill Road on land set aside for Church and burial ground by Dennis Martin who settled there about 1845.

STANFORD PARK—Part of Menlo Park along the San Francisquito Creek, opposite Stanford University.

STRIPED ROCK—Another name for the Devil's Slide, about half way between Point San Pedro and the Montara Light. Visible from the Ocean Shore Highway in the vicinity of Moss Beach.

STONE DAM—Two miles below Lake Pilarcitos. It was built to hold the flow of streams which would otherwise waste itself in the ocean.

SUMMIT SPRINGS HOTEL—Was located on the old Kings Mountain toll road, near the top of the mountain, and was in operation in June, 1871, as the old files of the "Times-Gazette" reported a fight there between McCarthy and Hodges, in which Hodges lost a part of his nose and Doctor Kirkpatrick rendered first aid treatment.

SWEENEY RIDGE—West of San Andreas Lake and extending into the Rancho San Pedro.

TANFORAN (TAN-for-an)—Well known Race Track at San Bruno on El Camino Real. "Maria and Torivio Tanforan acquired title in a partition suit in 1868 and they joined in a deed for their holdings in 1878."

THORNTON—A station on the old Ocean Shore Railroad, in the vicinity of Colma, named for Robert Sheldon Thornton, a native of New England, who came in 1852 and acquired government lands in a considerable quantity. For several years beginning in 1858 he was a county supervisor and he lived to be more than ninety-seven years old. The R. S. Thornton School in the Jefferson School District is named for him.

TORQUAY (Tor-KEE)—On the ocean shore midway between Franklin Point and New Years Point at the extreme southwest corner of San Mateo County. Torquay in Devonshire, England, was a famous watering place, and this fact doubtless led to a selection of this name.

TUNITAS (Tooh-NEET-ahs)—Little apples or prickly pears. The name is applied to the Creek, Glen and Beach just north of San Gregorio on the Ocean Shore Highway.

UNCLE TOM'S CABIN—An old time roadside tavern on El Camino Real at San Bruno. It was established in 1849 by one Thorp and called "Thorp's Place." In 1871 it was called the "Star and Garter." Thomas Rolls, colored, operated it in 1878, when it became "Uncle Tom's Cabin." Because of its distance from San Francisco, it was sometimes called the "Fourteen Mile House."

UNIVERSITY PARK—A subdivision name applied to a tract back of Menlo Park and Stanford Park, just across the San Francisquito Creek from Stanford University by Edward F. Fitzpatrick, a pioneer attorney.

UNIVERSITY HEIGHTS—A subdivision name given to the tract back of Menlo Park, along the Alameda de las Pulgas as it approaches the Stanford Campus. Subdivided in 1889.

VALLEMAR (Vahl-YAY-mahr)—Sea Valley. A station on the old Ocean Shore railroad, between Laguna Salada and Rockaway Beach.

VANCOUVER CAMP—In San Mateo County there is one Vancouver Camp, located at Belmont. Capt. George Vancouver, commanding the English ship "Discovery," while in Pacific waters for a parley with Spanish officers on territorial claims, brought into San Francisco Bay in 1792 the first vessel other than Spanish. He was a guest—probably unwelcome—at the Presidio and Mission at San Francisco and at the Mission Santa Clara.

On November 20, 1792, Capt. Vancouver and seven of his officers, with a Sergeant and five soldiers of Spain from the Presidio, set out

from the Mission Dolores to visit the Santa Clara. "Having advanced about twenty-three miles," they stopped at noon for lunch by the side of a stream where there was an open spot nearly enclosed by hills on all sides and so beautiful that Vancouver says they left it reluctantly after a "most excellent meal," "with some grog we had brought from the ship (spirits and wine being scarce articles in this country)." Night had already fallen when they arrived at Mission Santa Clara.

VENICE—A beach resort projected on the shore of Half Moon Bay, just south of Miramar.

VISITACION (Vee-see-tah-see-OHN)—Means Visitation, and is usually so pronounced. Name applied to a Valley, a Point and a Railroad Station on land originally granted as the Rancho Canada Guadalupe La Visitacion y Rodeo Viejo, adjoining the City of San Francisco.

WEEKS RANCH STAGE STATION—R. J. Weeks, one of the first settlers on the west slope of the mountains, came in 1853 and settled on what is known today as the Redwood Ayrshire Farm. He erected a fine hotel for the accommodation of travellers on the stage line from Redwood City to San Gregorio and it was known as the Weeks Ranch Hotel and Stage Station. It was in operation in 1883, but was badly demolished in an earthquake.

WELLESLEY PARK—A residential section of Redwood City adjoining the Cordilleras Creek, at the northern limits, and west of El Camino Real. The entrance was surmounted by a giant stag, demolished in 1906.

WHISKEY HILL—This name was applied to the community on the hill where Woodside now stands. Peter Hanson had a hotel at Whiskey Hill. The old "Tripp Store" was the trading center.

WHITING RIDGE—Adjoins the Spring Valley Ridge and is between Lake Pilarcitos and Point San Pedro.

WHY WORRY FARM—The farm home of champion horses raised and trained by Mrs. W. P. Roth. Notable among her champions are Chief of Longview, Totokonoolah, and Sweetheart on Parade. Why Worry Farm is near Woodside on the La Honda Road.

WOODSIDE—Today the home of many wealthy residents of keen discrimination, Woodside was also the center of the greatest business activity in the early American days. Within a five mile radius there were fifteen sawmills with more than 1,000 millhands and lumberjacks. The historic old "Woodside Store" still standing was built in 1854 by R. O. Tripp who first rafted logs to Yerba Buena, now San Francisco. The Rancho Canada de Raymundo on which Woodside is located was occupied from 1840. The adjoining Rancho Canada Del Corte de Madera was occupied from 1833.

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